

NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



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OH Min Alt#2 -	6	DFI -	326	TOL -	602
OH Min Rdr#2 -	10	DLZ -	329	TSO -	105
OH Min TO#2 -	14	EDJ -	75	TZR -	269
02G -	334	EOP -	642	UNI -	52
04G -	696	FDY -	351	USE -	640
0G6 -	89	FFO -	300	UYF -	426
10G -	495	FZI -	359	VES -	625
12G -	569	GAS -	373	VNW -	621
14G -	363	GEO -	376	VTA -	513
16G -	594	GQQ -	370	YNG -	702
17G -	93	HAO -	379	ZZV -	710
1G0 -	83	HOC -	394		
1G1 -	339	HZY -	47		
1G3 -	401	I10 -	99		
1G5 -	463	I12 -	571		
29G -	559	I17 -	545		
2D7 -	73	I19 -	316		
2G1 -	530	I23 -	637		
2G2 -	591	I40 -	279		
38D -	562	I43 -	397		
3G3 -	628	I66 -	670		
3G4 -	43	I67 -	391		
3G6 -	567	I68 -	417		
3I7 -	543	I69 -	60		
4G3 -	41	I74 -	617		
4G4 -	698	I86 -	506		
4G5 -	689	I95 -	406		
4I3 -	500	ILN -	674		
4I9 -	498	ISZ -	115		
56D -	615	LCK -	236		
5A1 -	521	LHQ -	409		
5G7 -	80	LNN -	652		
6G5 -	57	LPR -	430		
7G8 -	477	LUK -	128		
7W5 -	504	MFD -	444		
8G1 -	650	MGY -	320		
8G6 -	95	MNN -	454		
AKR -	30	MRT -	460		
AMT -	646	MWO -	490		
AOH -	421	OI03 -	590		
AXV -	632	OSU -	258		
BJJ -	691	OWX -	524		
BKL -	148	OXD -	528		
CAK -	34	PCW -	550		
CDI -	102	PHD -	509		
CGF -	165	PMH -	555		
CLE -	182	RZT -	112		
CMH -	221	S24 -	366		
CQA -	108	SGH -	574		
CYO -	146	SKY -	564		
DAY -	282	TDZ -	599		

OH Mins - Alternates #2	-	6	HILLSBORO	HOC	-	394
OH Mins - Radar #2	-	10	JACKSON	I43	-	397
OH Mins - Take-Off #2	-	14	KENT	IG3	-	401
AKRON	AKR	-	KENTON	I95	-	406
AKRON	CAK	-	LANCASTER	LHQ	-	409
ALLIANCE	4G3	-	LEBANON	I68	-	417
ASHLAND	3G4	-	LIMA	AOH	-	421
ASHTABULA	HZY	-	LONDON	UYF	-	426
ATHENS ALBANY	UNI	-	LORAIN-ELYRIA	LPR	-	430
BARNESVILLE	6G5	-	MANSFIELD	MFD	-	444
BATAVIA	I69	-	MARION	MNN	-	454
BEACH CITY	2D7	-	MARYSVILLE	MRT	-	460
BELLEFONTAINE	EDJ	-	MEDINA	IG5	-	463
BLUFFTON	5G7	-	MIDDLEFIELD	7G8	-	477
BOWLING GREEN	1G0	-	MIDDLETOWN	MWO	-	490
BRYAN	0G6	-	MILLERSBURG	10G	-	495
BUCYRUS	17G	-	MOUNT GILEAD	4I9	-	498
CADIZ	8G6	-	MOUNT VERNON	4I3	-	500
CALDWELL	I10	-	NAPOLEON	7W5	-	504
CAMBRIDGE	CDI	-	NEW LEXINGTON	I86	-	506
CARROLLTON	TSO	-	NEW PHILADELPHIA ..	PHD	-	509
CELINA	CQA	-	NEWARK	VTA	-	513
CHILLICOTHE	RZT	-	NORWALK	5A1	-	521
CINCINNATI	ISZ	-	OTTAWA	OWX	-	524
CINCINNATI	LUK	-	OXFORD	OXD	-	528
CIRCLEVILLE	CYO	-	PAINESVILLE	2G1	-	530
CLEVELAND	BKL	-	PHILLIPSBURG	3I7	-	543
CLEVELAND	CGF	-	PIQUA	I17	-	545
CLEVELAND	CLE	-	PORT CLINTON	PCW	-	550
COLUMBUS	CMH	-	PORTSMOUTH	PMH	-	555
COLUMBUS	LCK	-	RAVENNA	29G	-	559
COLUMBUS	OSU	-	SALEM	38D	-	562
COLUMBUS	TZR	-	SANDUSKY	SKY	-	564
COSHOCTON	I40	-	SEBRING	3G6	-	567
DAYTON	DAY	-	SHELBY	12G	-	569
DAYTON	FFO	-	SIDNEY	I12	-	571
DAYTON	I19	-	SPRINGFIELD	SGH	-	574
DAYTON	MGY	-	ST. CLAIRSVILLE ...	OI03	-	590
DEFIANCE	DFI	-	STEUBENVILLE	2G2	-	591
DELAWARE	DLZ	-	TIFFIN	16G	-	594
EAST LIVERPOOL	02G	-	TOLEDO	TDZ	-	599
ELYRIA	1G1	-	TOLEDO	TOL	-	602
FINDLAY	FDY	-	UPPER SANDUSKY	56D	-	615
FOSTORIA	FZI	-	URBANA	I74	-	617
FREMONT	14G	-	VAN WERT	VNW	-	621
FREMONT	S24	-	VERSAILLES	VES	-	625
GALION	GQQ	-	WADSWORTH	3G3	-	628
GALLIPOLIS	GAS	-	WAPAKONETA	AXV	-	632
GEORGETOWN	GEO	-	WASHINGTON COURT HO	I23	-	637
HAMILTON	HAO	-	WAUSEON	USE	-	640
HARRISON	I67	-	WAVERLY	EOP	-	642

WEST UNION	AMT	-	646
WILLARD	8G1	-	650
WILLOUGHBY	LNN	-	652
WILMINGTON	I66	-	670
WILMINGTON	ILN	-	674
WOODSFIELD	4G5	-	689
WOOSTER	BJJ	-	691
YOUNGSTOWN-WARREN	YNG	-	702
YOUNGSTOWN	04G	-	696
YOUNGSTOWN	4G4	-	698
ZANESVILLE	ZZV	-	710

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE

AKRON, OH

AKRON-CANTON

RGNL **ILS or LOC Rwy 19¹**
ILS or LOC Rwy 23²
RADAR³

¹NA when local weather not received.

²LOC, NA.

³NA when Akron-Canton approach control closed.

ANDERSON, IN

ANDERSON MUNI-

DARLINGTON FIELD **ILS or LOC Rwy 30¹**
NDB Rwy 30
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

¹NA when control tower closed.

ASHTABULA, OH

ASHTABULA COUNTY **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

ATHENS (ALBANY), OH

OHIO U SNYDER FIELD **NDB Rwy 25**
NA when local weather not available.

BLOOMINGTON, IN

MONROE COUNTY ... **ILS or LOC/DME Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 6
VOR/DME Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

CINCINNATI, OH

CINCINNATI MUNI-LUNKEN

FIELD **ILS or LOC Rwy 21L¹²⁴**
LOC BC Rwy 3R¹³
NDB Rwy 21L¹²⁴
NDB Rwy 25¹³⁴
RNAV (GPS) Rwy 21L³⁴
RNAV (GPS) Rwy 25¹⁴⁵

¹NA when control tower closed.

²Categories A,B, 1200-2; Categories C,D, 1200-3.

³Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

⁴NA when local weather not available.

⁵Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CLEVELAND, OH

BURKE LAKEFRONT **ILS or LOC Rwy 24R**
NDB or GPS Rwy 24R¹

NA when control tower closed.

¹Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CUYAHOGA COUNTY ILS or LOC Rwy 24¹²

LOC/DME BC Rwy 6¹
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

²ILS, Category D, 700-2.

COLUMBUS, IN

COLUMBUS MUNI **ILS Rwy 23¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 23²
RNAV (GPS) Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

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ALTERNATE MINS

E3

NAME ALTERNATE MINIMUMS

INDIANAPOLIS, IN

EAGLE CREEK

AIRPARK RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

INDIANAPOLIS INTL ILS or LOC Rwy 5L
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32

ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL VOR or GPS Rwy 18

NA except for operators with approved weather
reporting service.

KNOX, IN

STARKE COUNTY RNAV (GPS) Rwy 18
VOR Rwy 18¹

NA when local weather not available.

¹Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ILS or LOC Rwy 23
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
VOR Rwy 32

NA when local weather not available.

LAFAYETTE, IN

PURDUE UNIVERSITY ILS Rwy 10¹²
RNAV (GPS) Rwy 10³⁴
RNAV (GPS) Rwy 28³⁴
VOR-A¹⁵¹NA when control tower closed.²ILS, Category D, 800-2¼. LOC, NA.³Category D, 800-2¼.⁴NA when local weather not available.⁵Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 28

NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPOUT, IN

CASS COUNTY VOR/DME RNAV Rwy 27
VOR-ANA except standard for operators with
approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN

COUNTY RGNL RNAV (GPS) Rwy 7
VOR-A

NA when local weather not available.

MANSFIELD, OH

MANSFIELD

LAHM RGNL ILS or LOC Rwy 32¹
NDB Rwy 32¹
RADAR-1¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR Rwy 14²
VOR Rwy 32²¹NA when control tower closed.²NA when local weather not available.

MARION, OH

MARION MUNI RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A

NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

MUNCIE, IN

DELAWARE

COUNTY RGNL ILS Rwy 32¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 20²
RNAV (GPS) Rwy 32²
VOR Rwy 14²
VOR Rwy 20²
VOR Rwy 32²¹NA when control tower closed.²NA when local weather not available.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD VOR-A
Category C, 800-2¼.

NEWARK, OH

NEWARK-HEATH LOC Rwy 9¹
VOR-A²¹Category D, 800-2¼.²Categories A, B, 1000-2; Categories C, D,
1000-3.

ALTERNATE MINS

E4



NAME ALTERNATE MINIMUMS
SHELBYVILLE, IN
SHELBYVILLE MUNI RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2½.

SOUTH BEND, IN
SOUTH BEND RGNL ILS or LOC Rwy 9R¹
ILS or LOC Rwy 27L¹
RNAV (GPS) Rwy 36²
VOR Rwy 18¹
¹NA when control tower closed.
²NA when local weather not available.

SPRINGFIELD, OH
SPRINGFIELD-BECKLEY
MUNI ILS or LOC Rwy 24¹²
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 24³
VOR Rwy 6³
¹NA when control tower closed.
²ILS, LOC, Category E, 900-3.
³NA when local weather not available.

TERRE HAUTE, IN
TERRE HAUTE INTL-
HULMAN FIELD LOC BC Rwy 23¹
RADAR-1²
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 23³
RNAV (GPS) Rwy 32³
¹Category E, 800-2½.
²NA when control tower closed.
³NA when local weather not available.

TOLEDO, OH
METCALF FIELD VOR Rwy 4
Category C, 800-2¼; Category D, 800-2½.
TOLEDO EXPRESS ILS or LOC Rwy 7¹
ILS or LOC Rwy 25²³
RADAR-1⁴
RNAV (GPS) Rwy 7²⁴
RNAV (GPS) Rwy 25²⁴
¹ILS, Category E, 800-2½.
²NA when local weather not available.
³ILS, LOC, Category E, 800-2½.
⁴Category E, 800-2½.

NAME ALTERNATE MINIMUMS
VALPARAISO, IN
PORTER COUNTY MUNI ILS Rwy 27¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 27²
¹LOC, NA.
²NA when local weather not available.

VAN WERT, OH
VAN WERT COUNTY NDB Rwy 9
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WILMINGTON, OH
AIRBORNE AIRPARK ILS or LOC Rwy 4L¹⁴
ILS or LOC Rwy 4R¹²
ILS Rwy 22L¹²
RNAV (GPS) Rwy 22R⁴
VOR or GPS Rwy 4L³
VOR/DME Rwy 22R⁴⁵
VOR Rwy 22R³
¹ILS, Category D, 700-2.
²NA when control tower closed except for operators with approved weather reporting service.
³NA except standard for operators with approved weather reporting service.
⁴NA when local weather not available.
⁵NA when control tower closed.

WOOSTER, OH
WAYNE COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10¹
NA when local weather not available.
¹Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH
YOUNGSTOWN-WARREN
RGNL RADAR-1
NA when Youngstown approach control closed.

ZANESVILLE, OH
ZANESVILLE MUNI VOR or GPS Rwy 4¹
VOR or GPS Rwy 22²
¹Category D, 800-2¼.
²Categories A,B, 900-2; Categories C,D, 900-3.

26 AUG 2010 to 23 SEP 2010

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RADAR INSTRUMENT APPROACH MINIMUMS

AKRON, OH

Amdt. 23A, April 8, 2010 (FAA)

ELEV 1228

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▽ ▲

				DA/ HAT/ HATH/				DA/ HAT/ HATH/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	1		AB	1720/24	511	(600-½)	CD	1720/50	511	(600-1)	
	5		AB	1640-1	438	(500-1)	C	1640-1¼	438	(500-1¼)	
			D	1640-1½	438	(500-1½)					
	19		ABC	1580/24	362	(400-½)	D	1580/50	362	(400-1)	
	23		ABC	1620/24	392	(400-½)	D	1620/50	392	(400-1)	
CIRCLING			AB	1760-1	532	(600-1)	C	1760-1½	532	(600-1½)	
			D	1780-2	552	(600-2)					

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA)

ELEV 1010

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▽

				DA/ HAT/ HATH/				DA/ HAT/ HATH/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	6L		ABC	1380/24	382	(400-½)	D	1380/50	382	(400-1)	
	36		AB	1420-1	411	(500-1)	CD	1420-1¼	411	(500-1¼)	
CIRCLING			AB	1480-1	471	(500-1)	C	1480-1½	471	(500-1½)	
			D	1560-2	551	(600-2)					

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA)

ELEV 418

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▽

				DA/ HAT/ HATH/				DA/ HAT/ HATH/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	22		AB	880/24	462	(500-½)	C	880/40	462	(500-¾)	
			D	880/50	462	(500-1)					
	4		AB	880-1	495	(500-1)	C	880-1¼	495	(500-1¼)	
			D	880-1½	495	(500-1½)					
	36		AB	880-1	497	(500-1)	C	880-1¼	497	(500-1¼)	
			D	880-1½	497	(500-1½)					
	18		AB	880-1	484	(500-1)	C	880-1¼	484	(500-1¼)	
			D	880-1½	484	(500-1½)					
CIRCLING			A	940-1	522	(600-1)	B	960-1	542	(600-1)	
			C	960-1½	542	(600-1½)	D	980-2	562	(600-2)	

When control tower closed, procedure NA. Visibility reduction by helicopters NA.


RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

FORT WAYNE, IN
FORT WAYNE INTL

Amdt. 25, JUL 2, 2009 (FAA)

ELEV 814

RADAR - 127.2 284.6 

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HATH/			MDA-VIS	HATH/	
ASR	5		AB	1300/24	486	(500-½)	C	1300/40	486	(500-¾)
			D	1300/50	486	(500-1)	E	1300/60	486	(500-1¼)
	14		AB	1300-1	498	(500-1)	C	1300-1¼	498	(500-1¼)
			D	1300-1½	498	(500-1½)	E	1300-1¾	498	(500-1¾)
	23		AB	1300-1	501	(600-1)	CD	1300-1½	501	(600-1½)
			E	1300-1¾	501	(600-1¾)				
	32		AB	1260/24	460	(500-½)	C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)				
CIRCLING			AB	1300-1	486	(500-1)	C	1300-1½	486	(500-1½)
			D	1380-2	566	(600-2)	E	1520-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.

Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV 812

RADAR - Ctc APP CON - (E) 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HATH/	
ASR ¹	5 ²		AB	1180/24	368	(400-½)
			CDE	1180/40	368	(400-¾)
	23 ³		AB	1260/24	460	(500-½)
			C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)
CIR	All Rwy		AB	1340-1	528	(600-1)
			C	1340-1½	528	(600-1½)
			D	1380-2	568	(600-2)
			E	1440-2	628	(700-2)

¹No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z++dly, (contingent upon manpower and eqpt availability). ²When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. ³When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

EC-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS


RADAR INSTRUMENT APPROACH MINIMUMS

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA)

ELEV 1297

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	23		AB	1700-1	405	(500-1)	CD	1700-1½	405	(500-1½)
	5		AB	1740-1	443	(500-1)	C	1740-1½	443	(500-1½)
CIRCLING			D	1740-1½	443	(500-1½)				
			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)
			D	1880-2	583	(600-2)				


When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA)

ELEV 589

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	5		ABC	920/24	347	(400-½)	DE	920/50	347	(400-1)
	32		ABCD	920-1	331	(400-1)	E	920-1½	331	(400-1½)
	23		ABC	940-1	357	(400-1)	DE	940-1½	357	(400-1½)
CIRCLING			A	1020-1	431	(500-1)	B	1040-1	451	(500-1)
			C	1040-1½	451	(500-1½)	D	1140-2	551	(600-2)
			E	1240-2½	651	(700-2½)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.

Circling not authorized NW of Rwy 5/23 for Category E aircraft.



When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19A, AUG 26, 2010 (FAA)

ELEV 683

TOLEDO EXPRESS

RADAR - 134.35 317.55  

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	25		ABC	1040-½	362	(400-½)	DE	1040-1	362	(400-1)
	34		ABC	1080-1	412	(500-1)	CD	1080-1½	412	(500-1½)
			E	1080-1½	412	(500-1½)				
	16		ABC	1060-1	386	(400-1)	DE	1060-1½	386	(400-1½)
	7		ABC	1080/24	397	(400-½)	DE	1080/50	397	(400-1)
CIRCLING			AB	1180-1	497	(500-1)	C	1180-1½	497	(500-1½)
			D	1240-2	557	(600-2)	E	1360-2½	677	(700-2½)

For inoperative ALSF-2, increase S-7 CAT D visibility to RVR 6000, CAT E to 1½.

For inoperative MALSR, increase S-25 CAT D/E visibility to 1½.

EC-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

YOUNGSTOWN-WARREN, OH

Amdt. 13A, MAY 6, 2010 (FAA)

ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	5		ABC	1520-1	356	(400-1)	D	1520-1¼	356	(400-1¼)
	14		ABC	1520-½	386	(400-½)	D	1520-1	386	(400-1)
	23		ABC	1580-1	388	(400-1)	D	1580-1¼	388	(400-1¼)
	32		AB	1600/24	415	(500-½)	C	1600/40	415	(500-¾)
			D	1600/50	415	(500-1)				
CIRCLING			A	1640-1	444	(500-1)	B	1660-1	464	(500-1)
			C	1660-1½	464	(500-1½)	D	1760-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

RADAR INSTRUMENT APPROACH MINIMUMS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)

AMDT 5 86352 (FAA)

DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)

AMDT 1A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 7**, 300-1. **Rwy 19**, 300-1 or std. w/ min. climb of 394' per NM to 1300. **Rwy 25**, 300-1½ or std. w/ min. climb of 265' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 2100 before turning West. **Rwy 25**, climb runway heading to 2100 before turning North.

NOTE: **Rwy 7**, numerous trees, poles, roads, and terrain points beginning 45' from DER, both sides of centerline, up to 120' AGL/1189' MSL. **Rwy 19**, tree 3244' from DER, 631' right of centerline, 100' AGL/1203' MSL.

Rwy 25, tower 1.4 NM from DER, 216' left of centerline, 309' AGL/1342' MSL.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

NAME TAKE-OFF MINIMUMS

ASHLAND, OH

ASHLAND COUNTY (3G4)

AMDT 3 10126 (FAA)

NOTE: **Rwy 1**, trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL. **Rwy 19**, trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

ASHTABULA, OH

ASHTABULA COUNTY (HZY)

ORIG 09183 (FAA)

NOTE: **Rwy 8**, trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26**, trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

ATHENS (ALBANY), OH

OHIO UNIVERSITY SNYDER FIELD (UNI)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 200-1 or std. w/ min. climb of 310' per NM to 1000. **Rwy 25**, 200-1 or std. w/ min. climb of 360' per NM to 1000.

NOTE: **Rwy 7**, trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL. Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL. Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL. **Rwy 25**, trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/ 925' MSL. Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

AUBURN, IN

DE KALB COUNTY (GWB)

AMDT 1 06271 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AGL/979' MSL. **Rwy 27**, multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)

ORIG 85297 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

BEACH CITY, OH

BEACH CITY (2D7)

ORIG 82245 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

BELLEFONTAINE, OH

BELLEFONTAINE RGNL (EDJ)

ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN

MONROE COUNTY (BMG)

AMDT 5 02052 (FAA)

NOTE: **Rwy 6**, trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24**, trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17**, trees 854' from departure end of runway, 595' left of centerline, 67' AGL/ 862' MSL. **Rwy 35**, trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH

BLUFFTON (5G7)

AMDT 1 09183 (FAA)

NOTE: **Rwy 5**, trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH

WOOD COUNTY (1G0)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

NOTE: **Rwy 18**, building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN

BRAZIL CLAY COUNTY (0I2)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

BRYAN, OH

WILLIAMS COUNTY (0G6)

ORIG 10154 (FAA)

NOTE: **Rwy 7**, vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL. Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL. Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL. **Rwy 25**, vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL/744' MSL. Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL. Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

BUCYRUS, OH

PORT BUCYRUS-CRAWFORD COUNTY (17G)

AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27**, 300-1.

CADIZ, OH

HARRISON COUNTY (8G6)

AMDT 2 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13, 31**, 300-1.

CALDWELL, OH

NOBLE COUNTY (I10)

AMDT 1 97146 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 400-1.

DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning.

CAMBRIDGE, OH

CAMBRIDGE MUNI (CDI)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH

CARROLL COUNTY-TOLSON (TSO)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25**, 300-1.

NOTE: **Rwy 7**, 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25**, 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH

LAKEFIELD (CQA)

AMDT 2 10042 (FAA)

NOTE: **Rwy 8**, trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL. Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL. **Rwy 26**, vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL. Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL. Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL. Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

CHILLICOTHE, OH

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. w/min. climb of 340' per NM to 1300. **Rwy 30**, 300-1 or std. w/a min. climb of 460' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 1500 before turning right. **Rwy 12**, climb runway heading to 2000 before turning right. **Rwy 23**, climb runway heading to 1500 before turning left.

CINCINNATI, OH

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 14 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/min. climb of 392' per NM to 1000 or 400-2 w/min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R**, std. w/min. climb of 355' per NM to 1000 or 400-2 w/min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7**, std. w/min. climb of 424' per NM to 1000 or 400-1½ w/min. climb of 205' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L**, std. w/min. climb of 413' per NM to 1100 or 600-2½ w/min. climb of 228' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R**, std. w/min. climb of 466' per NM to 1100 or 600-3 w/min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 25**, 600-2½ w/min. climb of 218' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L**, climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R**, climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7**, climb heading 066° to 1300 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L**, climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R**, climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25**, climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CONT)

NOTE: **Rwy 3L**, building and hangers beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL. Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL. Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL. Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL. **Rwy 3R**, trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL. Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL. Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7**, trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL. Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL. Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL. Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL. **Rwy 21R**, trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL. Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL. Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL. Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL. **Rwy 21L**, trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL. Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL. Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL. Tower 2 NM from DER, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25**, sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, poles, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL. Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL. Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL.

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L**, 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R**, 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L**, 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R**, 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R**, climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R**, climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L**, obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R**, obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.

Rwy 24L, monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R**, crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)

AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L, 6R, 10**, climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10**, multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L**, multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R**, tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28**, vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6**, trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24**, multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14**, tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4**, tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22**, tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)

AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R**, climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L**, tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R**, trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L**, multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R**, multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

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CONNERSVILLE, IN

METTEL FIELD (CEV)

AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-VFR use only.
DEPARTURE PROCEDURE: **Rwy 18**, climb via
heading 185° to 1500 before proceeding on course.

NOTE: **Rwy 18**, railroad 311' from departure end of
runway, 580' left of centerline, 23' AGL/882' MSL.

Multiple trees beginning 2280' from departure end of
runway, 100' left of centerline, up to 113' AGL/974' MSL.

Rwy 36, road 120' from departure end of runway, 301'
right of centerline, 15' AGL/884' MSL. Railroad 649'
from departure end of runway, 578' right of centerline,
23' AGL/892' MSL. Multiple trees beginning 3400' from
departure end of runway, on centerline, up to 92' AGL/
959' MSL.

COSHOCTON, OH

RICHARD DOWNING (I40)

AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.**CRAWFORDSVILLE, IN**

CRAWFORDSVILLE MU NI (CFJ)

ORIG 10154 (FAA)

NOTE: **Rwy 4**, tree 691' from DER, 324' left of
centerline, 100' AGL/889' MSL, vehicle on road, 615'
from DER, 41' left of centerline, 17' AGL/816' MSL.

DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees and road beginning 440'
from departure end of runway, 257' left of centerline, up
to 100' AGL/1053' MSL. Multiple trees beginning 672'
from departure end of runway, 17' right of centerline, up
to 100' AGL/1017' MSL. **Rwy 20**, multiple trees
beginning 189' from departure end of runway, 494' left of
centerline, up to 100' AGL/1009' MSL. Multiple poles
and trees beginning 323' from departure end of runway,
364' right of centerline, up to 100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON

RGNL (I19)

AMDT 1 07074 (FAA)

NOTE: **Rwy 25**, multiple trees and tower beginning 469'
from departure end of runway, 499' left of centerline, up
to 96' AGL/998' MSL. Multiple trees and towers
beginning 839' from departure end of runway, 460' right
of centerline, up to 75' AGL/1005' MSL. **Rwy 7**, tree
1449' from departure end of runway, 592' right of
centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a
min. climb of 250' per NM to 1300'.

NOTES: **Rwy 18**, multiple tanks 4224' from departure end
of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH

DELAWARE MUNI (DLZ)

ORIG 07298 (FAA)

NOTE: **Rwy 10**, railroad 202' from departure end of
runway, 549' left of centerline, 23' AGL/972' MSL. Poles
561' from departure end of runway, 558' right of
centerline, up to 60' AGL/1004' MSL. Trees 1180' from
departure end of runway, 686' left of centerline, up to 83'
AGL/1027' MSL. Tree 1288' from departure end of
runway, 733' right of centerline, 61' AGL/1005' MSL.

Rwy 28, rising terrain beginning 35' from departure end
of runway, 189' left of centerline, 950' MSL. Poles 992'
from departure end of runway, 599' left of centerline, up
to 61' AGL/1005' MSL. Pole 1126' from departure end of
runway, 694' right of centerline, 44' AGL/988' MSL.

Tree 1233' from departure end of runway, 742' right of
centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH

COLUMBIANA COUNTY (02G)

AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 400-1.**ELYRIA, OH**

ELYRIA (1G1)

NOTE: **Rwy 9**, road 1198' from departure end of runway,
275' left of centerline, 15' AGL/774' MSL. Tree 2077'
from departure end of runway, 778' right of centerline,
100' AGL/859' MSL. **Rwy 27**, tree 68' from departure
end of runway, 237' left of centerline, 100' AGL/859'
MSL. Tree 527' from departure end of runway, 454' right
of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN

EVANSVILLE RGNL (EVV)

AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1. **Rwy 27**, 300-1½
or std. w/a min. climb of 402' per NM to 800. **Rwy 36**,
300-1½.

DEPARTURE PROCEDURE: **Rwy 22**, climb heading
203° to 1300 before turning right.

NOTE: **Rwy 4**, multiple trees beginning 1259' from DER,
693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9**,
water tank, levee, and multiple trees beginning 268' from
DER, 13' right of centerline, up to 100' AGL/609' MSL.
Multiple trees beginning 2233' from DER, 375' left of
centerline, up to 67' AGL/516' MSL. **Rwy 18**, multiple
buildings and vehicles on road beginning 265' from
DER, 137' right of centerline, up to 62' AGL/447' MSL.
Trees, lightpole, railroad, and vehicles on road
beginning 268' from DER, 10' left of centerline, up to
100' AGL/489' MSL. **Rwy 22**, building vent, sign, poles,
and vehicles on road beginning 167' from DER, 85' right
of centerline, up to 36' AGL/421' MSL. Multiple trees
beginning 2753' from DER, 337' right of centerline, up
to 100' AGL/519' MSL. Buildings, trees, and light poles
beginning 1128' from DER, 99' left of centerline, up to
125' AGL/495' MSL. **Rwy 27**, multiple trees, pole, and
sign beginning 385' from DER, 87' right of centerline,
up to 100' AGL/489' MSL. Poles, railroad, and vehicles
on road beginning 418' from DER, 3' left of centerline,
up to 43' AGL/422' MSL. Multiple trees and towers
beginning 861' from DER, 151' left of centerline, up to
181' AGL/649' MSL. **Rwy 36**, multiple trees and building
beginning 1563' from DER, 481' right of centerline, up
to 100' AGL/619' MSL. Multiple trees and pole
beginning 1425' from DER, 112' left of centerline, up to
84' AGL/514' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10238

FINDLAY, OH

FINDLAY (FDY)
ORIG 07242 (FAA)

NOTE: **Rwy 7**, road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18**, tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25**, multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36**, pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)
AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1300' before turning left.

NOTE: **Rwy 5**, trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9**, tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL. **Rwy 14**, tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27**, obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32**, trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)

AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31**, 300-1.

Rwy 23, 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13**, climb to 2000 on heading 090 before turning south. **Rwys 23, 31**, climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)
AMDT 1 10154 (FAA)

NOTE: **Rwy 9**, trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL. Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL. **Rwy 27**, trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL. Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL. Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL. Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL. SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL. Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL. Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

FRANKFORT, IN

FRANKFORT MUNI (FKR)
ORIG 10154 (FAA)

NOTE: **Rwy 4**, vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL. Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL. Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL. Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL. **Rwy 9**, crops 389' from DER, left to right of centerline, 10' AGL/872' MSL. **Rwy 22**, crops 200' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL. **Rwy 27**, crops 299' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

FREMONT, OH

FREMONT (14G)
AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-
Environmental.

NOTE: **Rwy 9**, train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27**, road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)
ORIG 08101 (FAA)

NOTE: **Rwy 8**, Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26**, Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)
AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-1. **Rwy 23**, 800-3 or std. w/ min. climb of 331' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 5**, climb straight ahead to 2100 before proceeding on course.

Rwy 23, climb via 215° track to 1500 before proceeding on course.

GARY, IN

GARY/CHICAGO INTL (GYY)
AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30**, 300-1.

DEPARTURE PROCEDURE: **Rwy 12**, climb to 1200 before proceeding on course. **Rwy 20**, climb to 1200 on heading 220° before proceeding on course.

10238



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

GEORGETOWN, OH

BROWN COUNTY (GEO)
AMDT 2 10238 (FAA)

NOTE: **Rwy 18**, vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL. Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL. **Rwy 36**, trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL. Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

GOSHEN, IN

GOSHEN MUNI (GSH)
ORIG 08157 (FAA)

NOTE: **Rwy 5**, Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9**, Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23**, Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27**, Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN

PUTNAM COUNTY (417)
ORIG 08045 (FAA)

NOTE: **Rwy 18**, Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13' AGL/822' MSL. Fence 214' from departure end of runway, 307' left of centerline, 16' AGL/825' MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36**, Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN

GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8**, multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26**, multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up to 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up to 100' AGL/744' MSL.

HAMILTON, OH

BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29**, 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11**, climb to 1700 via heading 110° before turning on course. **Rwy 29**, climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11**, trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29**, trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH

CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27**, NA-obstacles. **Rwy 19**, 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1**, multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19**, road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH

HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

HUNTINGBURG, IN

HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

HUNTINGTON, IN

HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9**, 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)

AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3**, antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21**, trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1**, hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19**, multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM

FLD (2R2)

ORIG 08157 (FAA)

NOTE: **Rwy 18**, Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36**, Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36**, multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)

ORIG 07018 (FAA)

NOTES: **Rwy 5R**, tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L**, rod on obstruction light MCWW tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128' AGL/923' MSL. **Rwy 23R**, tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32**, antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)

AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)

AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2. **Rwy 19**, 300-1½

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1**, car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19**, pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN

CLARK RGNL (JVY)
AMDT 1 95061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.
DEPARTURE PROCEDURE: **Rwys 14, 18, 36**, climb on runway heading to 2000 before turning west. **Rwy 32**, climb to 2000 heading 360° before turning west.

KENDALLVILLE, IN

KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before turning south.

KENTLAND, IN

KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27**, 400-1.
DEPARTURE PROCEDURE: **Rwy 27**, turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH

HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.

KNOX, IN

STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.
NOTE: **Rwy 36**, tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.
Rwy 18, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

KOKOMO, IN

KOKOMO MUNI (OKK)
ORIG 10210 (FAA)
NOTE: **Rwy 5**, trees beginning 501' from DER, 362' right of centerline, up to 41' AGL/870' MSL. Silo and trees beginning 639' from DER, 457' left of centerline, up to 52' AGL/881' MSL. **Rwy 14**, trees, bushes and silo beginning 7' from DER, 196' left of centerline, up to 51' AGL/890' MSL. **Rwy 23**, sign, pole, trees and road beginning 22' from DER, 7' right of centerline, up to 66' AGL/905' MSL. **Rwy 32**, hangar and pole beginning 153' from DER, 490' right of centerline, up to 23' AGL/852' MSL. Trees and silo beginning 949' from DER, 279' left of centerline, up to 51' AGL/877' MSL.

LA PORTE, IN

LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14**, power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20**, power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN

PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5**, 300-1½ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23**, 400-2½ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5**, multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10**, multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23**, rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28**, multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH

FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10**, 400-1. **Rwy 28**, 300-1.

LIMA, OH

LIMA ALLEN COUNTY (AOH)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-Environmental.
NOTE: **Rwy 10**, bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL. **Rwy 28**, multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

LOGANSPORT, IN

LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9**, transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH

MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

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LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)

NOTE: **Rwy 7**, multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25**, bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN

LOWELL (C97)
ORIG 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

MADISON, IN

MADISON MUNI (IMS)
AMDT 2 08213 (FAA)

NOTE: **Rwy 3**, Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21**, Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH

MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32**, trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN

MARION MUNI (MZZ)
ORIG 02164 (FAA)

NOTE: **Rwy 4**, trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15**, trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22**, trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33**, trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH

MARION MUNI (MNN)
ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 245° to 1600 before turning right.

NOTE: **Rwy 7**, trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multiple trees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13**, trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25**, obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31**, trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH

UNION COUNTY (MRT)
AMDT 2 89320 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

MEDINA, OH

MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9**, multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19**, multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27**, multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN

MICHIGAN CITY MUNI (MGC)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 20**, climb to 1300 on runway heading before turning east.

MIDDLEFIELD, OH

GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)

NOTE: **Rwy 11**, railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29**, railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGL/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

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MIDDLETOWN, OH

MIDDLETOWN RGNL/HOOK FIELD (MWO)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 23**, 300-1.

Rwy 26, 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26**, climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH

HOLMES COUNTY (10G)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

NOTE: **Rwy 9**, trees beginning 520' from DER, 4' right of centerline, up to 80' AGL/1239' MSL. **Rwy 27**, pole 507' from DER, 251' right of centerline, 34' AGL/1251' MSL.

MONTICELLO, IN

WHITE COUNTY (MCX)

AMDT 2 85101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH

MORROW COUNTY (419)

AMDT 1 83048

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

MT. VERNON, OH

KNOX COUNTY (413)

ORIG 09015 (FAA)

NOTE: **Rwy 28**, trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN

DELAWARE COUNTY RGNL (MIE)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14**, tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20**, tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32**, multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN

NAPPANEE MUNI (C03)

AMDT 1 81036 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

NEW LEXINGTON, OH

PERRY COUNTY (I86)

ORIG 84243 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD (PHD)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 600-1. **Rwy 14**, 500-1 or std. with a min. climb to 330' per NM to 1600.

Rwy 32, 500-1 or std. with a min. climb 380' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 14, 29, 32**, climb runway heading to 1600 before turning.

NEWARK, OH

NEWARK-HEATH (VTA)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 600-3 or std. w/min. climb of 354' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1800 before proceeding on course.

NOTE: **Rwy 9**, vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN

NORTH VERNON (OVO)

ORIG 09239 (FAA)

NOTE: **Rwy 5**, tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15**, fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23**, trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL. **Rwy 33**, fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

NORWALK, OH

NORWALK-HURON COUNTY (5A1)

AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

OTTAWA, OH

PUTNAM COUNTY (OWX)

ORIG 09239 (FAA)

NOTE: **Rwy 9**, trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27**, road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH

MIAMI UNIVERSITY (OXD)

AMDT 1 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

PAINESVILLE, OH

CONCORD AIRPARK (2G1)

AMDT 2 06159 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 400-1¼ or std. w/a min. climb of 310' per NM to 1500.

NOTE: **Rwy 2**, numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20**, numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN

PERU MUNI (I76)

AMDT 3 07018 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centerline, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19**, multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH

PHILLIPSBURG (3I7)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1.

PLYMOUTH, IN

PLYMOUTH MUNI (C65)

ORIG 74199 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

PORT CLINTON, OH

CARL R. KELLER FIELD (PCW)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 27**, for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 9**, multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18**, multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27**, multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36**, trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of centerline, 100' AGL/719' MSL.

PORTLAND, IN

PORTLAND MUNI (PLD)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Turf runways.

NOTE: **Rwy 9**, multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27**, barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH

GREATER PORTSMOUTH RGNL (PMH)

AMDT 2 91262 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 170° to 1200 before proceeding on course.

RENSELAER, IN

JASPER COUNTY (RZL)

AMDT 1 88014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1. DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36**, climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN

RICHMOND MUNI (RID)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, NA - Environmental.

NOTE: **Rwy 15**, tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24**, road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33**, trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN

FULTON COUNTY (RCR)

ORIG 08269 (FAA)

NOTE: **Rwy 11**, terrain 469' right of centerline, 797' MSL. Trees beginning 619' from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29**, pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.



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ST. CLAIRSVILLE, OH

ALDERMAN (2P7)

AMDT 2 91010 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.
 DEPARTURE PROCEDURE: **Rwys 1, 19**, climb on
 runway heading to 1800 before proceeding on course.

SALEM, OH

SALEM AIRPARK, INC (38D)

AMDT 1 97058 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb
 runway heading to 2200 before turning south.

SANDUSKY, OH

GRIFFING-SANDUSKY (SKY)

AMDT 1 81162 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27**, 300-1.

SEBRING, OH

TRI-CITY (3G6)

ORIG 76036 (FAA)

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb
 runway heading to 3000 before turning east.

SEYMOUR, IN

FREEMAN MUNI (SER)

ORIG 07130 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading
 046° to 1100 before turning left. **Rwy 14**, climb heading
 136° to 1100 before turning right.

NOTE: **Rwy 5**, multiple trees beginning 845' from
 departure end of runway, 523' left of centerline, up to 90'
 AGL/669' MSL. Multiple towers beginning 2870' from
 departure end of runway, 1231' left of centerline, up to
 73' AGL/657' MSL. Multiple trees beginning 1035'
 from departure end of runway, 691' right of centerline,
 up to 73' AGL/652' MSL. **Rwy 14**, multiple trees
 beginning 2285' from departure end of runway, 309'
 right of centerline, up to 78' AGL/657' MSL. **Rwy 32**,
 multiple trees beginning 2339' from departure end of
 runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH

SHELBY COMMUNITY (12G)

AMDT 1 83076 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36**, 300-1.

SHELBYVILLE, IN

SHELBYVILLE MUNI (GEZ)

AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27** NA-
 Environmental.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway
 heading to 1400 before turning west on course.
Rwys 9, 19, climb runway heading to 1300 before
 turning on course. **Rwy 27**, climb to 1500 on heading
 240° before turning north on course.

SIDNEY, OH

SIDNEY MUNI (I12)

AMDT 2 91038 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 10, 23**, 300-1. **Rwy 28**,
 300-1 or std. with a min. climb of 350' per NM to 1300.

SOUTH BEND, IN

SOUTH BEND RGNL (SBN)

AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R**, 300-1¼ or std. w/ min.
 climb of 240' per NM to 1100. Alternatively, with standard
 take-off minimums and a normal 200'/NM climb gradient,
 take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R**, climb heading
 092° to 2000 before turning South. **Rwy 18**, climb heading
 182° to 2000 before turning East.

NOTE: **Rwy 9L**, tree 1226' from DER, 367' left of
 centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93'
 right of centerline, 50' AGL/822' MSL. Transmission tower
 2159' from DER, 392' left of centerline, 117' AGL/872'
 MSL. **Rwy 18**, powerline and fence 199' from DER, left
 and right of centerline, up to 20' AGL/775' MSL. Multiple
 trees and poles beginning 684' from DER, from 829' left to
 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L**,
 light pole 665' from DER, 479' left of centerline, 22' AGL/
 810' MSL. Trees beginning 1190' from DER, from 948'
 left to 900' right of centerline, up to 100' AGL/923' MSL.
Rwy 27R, tree 207' from DER, 502' right of centerline, 60'
 AGL/849' MSL. Tree 1541' from DER, 93' left of
 centerline, 60' AGL/850' MSL. Transmission tower 5542'
 from DER, 1922' right of centerline, 100' AGL/954' MSL.
Rwy 36, terrain 98' from DER, 390' left of centerline, 803'
 MSL. Barricade 130' from DER, 418' left of centerline, 10'
 AGL/807' MSL. Trees beginning 340' from DER, 332'
 right of centerline, up to 36' AGL/815' MSL. Tree 2726'
 from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, Trees beginning 642' from departure end of
 runway, 664' left of centerline, up to 96' AGL/1133' MSL.
 Tree 66' from departure end of runway, 514' right of
 centerline, 27' AGL/1064' MSL. **Rwy 15**, Multiple trees
 beginning 1357' from departure end of runway, 160' left of
 centerline, up to 86' AGL/1127' MSL. Tree 1763' from
 departure end of runway, 410' right of centerline, 51' AGL/
 1092' MSL. **Rwy 24**, Trees beginning 1387' from
 departure end of runway, 66' left of centerline, up to 58'
 AGL/1109' MSL. Windsock 1' from departure end of
 runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy**
33, Tree 183' from departure end of runway, 438' right of
 centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)

ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb runway
 heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)

AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 200-1 or std. with a
 min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway
 heading to 1500 before turning west on course. **Rwys**
18, 36, climb runway heading to 1800 before turning east
 on course.

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EC-2

TELL CITY, IN

PERRY COUNTY MUNI (TEL)

AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

TERRE HAUTE, IN

SKY KING (313)

AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18**, 300-1.

DEPARTURE PROCEDURE: **Rwy 26**, climb to 1400 on runway heading before turning south. **Rwy 18**, climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)

ORIG 08213 (FAA)

NOTE: **Rwy 5**, Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14**, trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18**, terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL. Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32**, trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36**, trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY (16G)

AMDT 2 09183 (FAA)

NOTE: **Rwy 6**, multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24**, multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH

METCALF FIELD (TDZ)

AMDT 2A 07326 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 22, 32**, 300-1. **Rwy 4**, 2100-2 or std. with a min. climb of 300' per NM to 2100. DEPARTURE PROCEDURE: **Rwys 14, 22, 32**, climb runway heading to 2000 before turning.

NOTE: **Rwy 14**, tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)

AMDT 2 89040 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 260' per NM to 1000'.

DEPARTURE PROCEDURE: **Rwy 25**, climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH

WYANDOT COUNTY (56D)

ORIG 80150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

VALPARAISO, IN

PORTER COUNTY MUNI (VPZ)

ORIG 08045 (FAA)

NOTE: **Rwy 9**, Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18**, Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27**, Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36**, Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL. Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH

VAN WERT COUNTY (VNW)

AMDT 3 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1½ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36**, NA-Environmental.

NOTE: **Rwy 9**, tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH

DARKE COUNTY (VES)

AMDT 2A 10154 (FAA)

NOTE: **Rwy 9**, trees 149' from DER, 353' left of centerline up to 50' AGL/1085' MSL. Tower 320' from DER, 326' left of centerline, 30' AGL/1033' MSL. Vehicle on road, 434' from DER, on centerline, 15' AGL/1019' MSL. **Rwy 27**, vehicle on road, 373' from DER, on centerline, 15' AGL/1019' MSL.

WADSWORTH, OH

WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10**, std. w/min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20**, 300-1¼ or std. w/min. climb of 336' per NM to 1300. **Rwy 28**, 400-2½ or std. w/min. climb of 457' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28**, climb heading 277° to 1600 before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL.

Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10**, trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20**, vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28**, building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)
AMDT 2 08213 (FAA)

NOTE: **Rwy 8**, vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26**, obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN

WARSAW MUNI (ASW)
AMDT 1 83272 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb to 1200 on runway heading before turning west.

WASHINGTON, IN

DAVIES COUNTY (DCY)
ORIG 84045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

WASHINGTON COURT HOUSE, OH

FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/min. climb of 268' per NM to 1400.

NOTE: **Rwy 5**, train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23**, train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH

FULTON COUNTY (USE)
AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

WAVERLY, OH

PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.

NOTE: **Rwy 7**, building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL.

Rwy 25, 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH

ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1700 before turning west.

WILLARD, OH

WILLARD (8G1)
AMDT 1 81134 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before proceeding on course.

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10238

WILLOUGHBY, OH

WILLOUGHBY LOST NATION MUNI (LNN)

AMDT 2 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 099° to 1600 before proceeding on course.**Rwy 23**, climb via heading 233° to 1400 before proceeding on course. **Rwy 28**, climb via heading 279° to 1400 before proceeding on course.

NOTE: **Rwy 5**, tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10**, pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23**, tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28**, tree 1336' from departure end of runway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' right of centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L**, tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L**, tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 3**, multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21**, multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.**WOOSTER, OH**

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1.**WRIGHT-PATTERSON AFB (KFFO)**

DAYTON, OH 09295

Rwy 5R, 200-1½***Rwy 23R**, 400-2½****Rwy 23L**, 400-2½***

* Or standard with minimum climb of 240ft/NM to 1100'.

** Or standard with minimum climb of 260ft/NM to 1300'.

*** Or standard with minimum climb of 210ft/NM to 1300'.

Rwy 5R, Climb on track 050° until reaching 1100.TAKE-OFF OBSTACLES: **Rwy 23L**: 43' AGL VORTAC, 850' from DER, 662' right of centerline.**Rwy 5L**: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.**YOUNGSTOWN, OH**

LANDSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 20**, 1500-2.DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20**, climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.**YOUNGSTOWN ELSER METRO (4G4)**

AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/min. climb of 237' per NM to 1500. **Rwy 28**, 300-1 or std. w/a min. climb of 463' per NM to 1300.DEPARTURE PROCEDURE: **Rwy 10**, climb heading 098° to 2000 before proceeding on course. **Rwy 28**, climb heading 278° to 1700 before turning right.

NOTE: **Rwy 10**, vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL. Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL. Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL. **Rwy 28**, trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL. Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL. Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.**ZANESVILLE, OH**

ZANESVILLE MUNI (ZZV)

ORIG 03359 (FAA)

NOTE: **Rwy 22**, tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34**, tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

10238

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

EC-2

AIRPORT DIAGRAM

AL-6 (FAA)

AKRON FULTON INTL (AKR)
AKRON, OHIO

ASOS
126.825
CLNC DEL
121.6
CTAF/UNICOM
123.075



JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

41°02.5'N

FBO

TERMINAL

61

ELEV
1043

P

ELEV
1061

250.2°

6337 X 150

FIELD
ELEV
1067

070.2°

2336 X 100

1

ELEV
1044CONTROL
TOWER
1269

41°02.0'N

SOUTHWEST
RAMPRWY 01-19
S-30RWY 07-25
S-75, D-100, 2S-127, 2D-160

41°01.5'N

81°28.5'W

81°28.0'W

81°27.5'W

AIRPORT DIAGRAM

AKRON, OHIO
AKRON FULTON INTL (AKR)

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

AKRON FULTON INTL (AKR) O S UTC-5(-4DT) N41°02.25' W81°28.02'

1067 B FUEL 100LL, JET A AOE NOTAM FILE AKR

RWY 07-25: H6337X150 (ASPH) S-75, D-100, 2S-127, 2D-160 HIRL

RWY 07: REIL. PAPI(P4L)—GA 3.6° TCH 45'. Thld dsplcd 760'.

Railroad.

RWY 25: REIL. Thld dsplcd 262'. Trees.

RWY 01-19: H2336X100 (ASPH) S-30 MIRL

RWY 01: Brush. RWY 19: Thld dsplcd 190'.

AIRPORT REMARKS: Attended 1100—0300Z†. Deer on and in/ovf rwy's and twys. PPR for svc after hrs call arpt manager 330-864-2366.

Rwy 07 REIL OTS indef. ACTIVATE MIRL Rwy 01-19, HIRL Rwy 07-25, and REIL Rwy's 07 and 25—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 126.825 (330) 724-4237.**COMMUNICATIONS:** CTAF/UNICOM 123.075

RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z‡)

CLNC DEL 121.6

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z‡.)

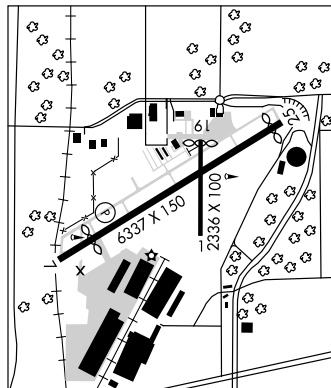
AIRSPACE: CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CAK.

(L) VOR/DME 114.4 ACO Chan 91 N41°06.47'

W81°12.09' 255° 12.8 NM to fld. 1194/4W.

NDB (MHW/LOM) 362 AK N41°04.19' W81°23.25' 249° 4.1 NM to fld. NOTAM FILE CLE.

ILS/DME 110.9 I-AKR Chan 046 Rwy 25 LOM AKRON NDB. LOC only. DME unusable by 25° left of course. Unmonitored when twr clsd.



DETROIT

H-106, L-306

IAP, AD

MAYFIELD (1D4) 5 SE UTC-5(-4DT) N40°59.55' W81°25.91'

1100 TPA—2800(1700) NOTAM FILE CLE

RWY 09-27: 2315X110 (TURF)

RWY 09: Thld dsplcd 180'. Trees.

RWY 27: Thld dsplcd 590'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Rwy 09-27 marked with tires. Dsplcd thld marked with yellow tires.**COMMUNICATIONS:** CTAF 122.9

DETROIT

OLD PORTAGE HELIPORT (4P2) 4 NW UTC-5(-4DT) N41°08.27' W81°32.95'

760 NOTAM FILE CLE

HELIPAD H1: 100X100 (TURF)

HELIPORT REMARKS: Unattended. Helipad H1 +82' to +46' tree along with +17' building and +30' p-line near pad.**COMMUNICATIONS:** CTAF 122.9

DETROIT

SCHMELTZER HELIPORT (6D5) 7 NW UTC-5(-4DT) N41°08.84' W81°39.62'

992 NOTAM FILE CLE

HELIPAD H1: 50X50 (TURF)

HELIPORT REMARKS: Attended irregularly. Helipad H1 +83' trees 75' east and south of pad.**COMMUNICATIONS:** CTAF 122.9

DETROIT

LOC/DME I- AKR	APP CRS 249°	Rwy Idg TDZE Apt Elev	6075 1048 1068
Chan 46			

LOC RWY 25

AKRON FULTON INTL (AKR)

▼
▲ NA Use I-**AKR** DME when on LOC course.

MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

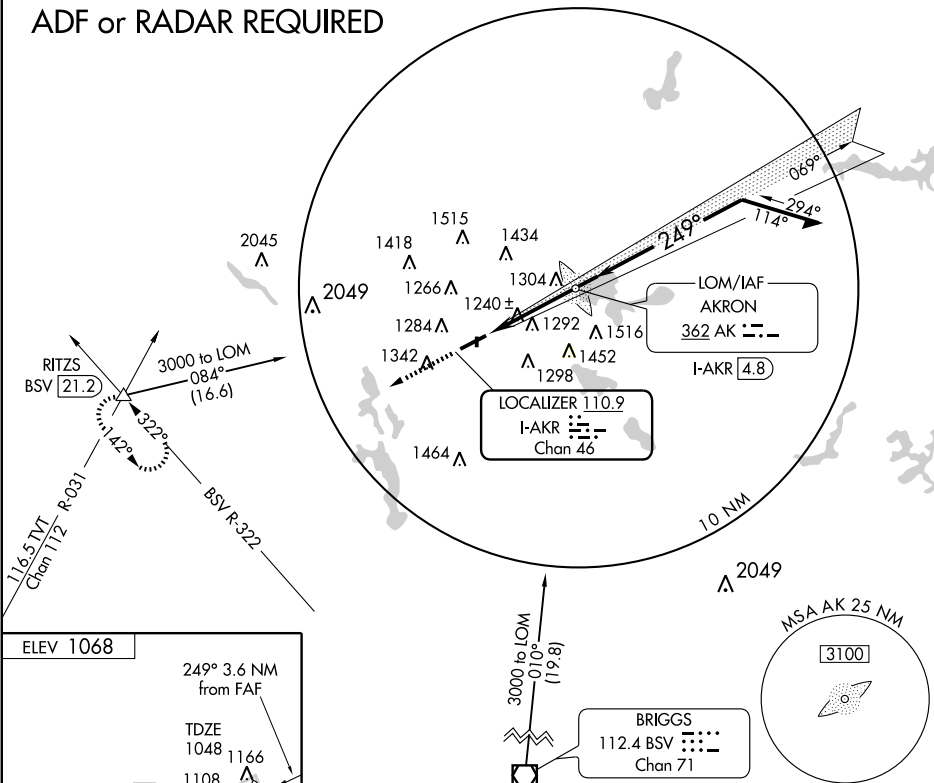
ASOS
126.825

AKRON-CANTON APP CON ★
118.6 371.875

CLNC DEL
121.6

UNICOM
123.075 (CTAF) **0**

ADF or RADAR REQUIRED



ELEV 1068

249° 3.6 NM from FAF

TDZE 1048

1166

1108

1231

1269

1224

1196

REIL Rwy 7 and 25 **0**
MIRL Rwy 1-19 **0**
HIRL Rwy 7-25 **0**

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

3000
HDG 249°
BSV R-322 112.4
RITZS

LOM
I-**AKR** 4.8

Remain within 10 NM

I-**AKR** 1.1
3.09°
TCH 50
3.6 NM

2300

Visual glide slope indicator and descent angles not coincident.

CATEGORY	A	B	C	D
S-25	1540-1 492 (500-1)	1540-1 492 (500-1)	1540-1 492 (500-1)	1540-1 492 (500-1)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1 632 (700-1)	1700-1 632 (700-1)

LOM AK 362	APP CRS 249°	Rwy Idg TDZE Apt Elev	6075 1048 1068
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NDB or GPS RWY 25

AKRON FULTON INTL (AKR)



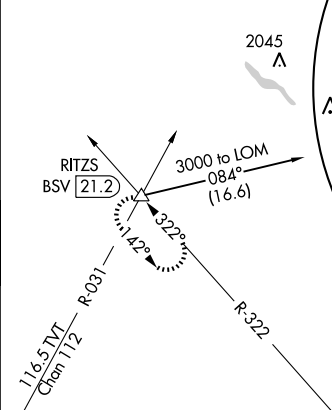
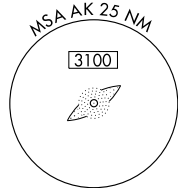
MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

ASOS
126.825

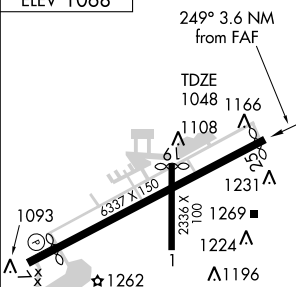
AKRON-CANTON APP CON ★
118.6 371.875

CLNC DEL
121.6

UNICOM
123.075 (CTAF) **0**



ELEV 1068



REIL Rwy 7 and 25 **0**
MIRL Rwy 1-19 **0**
HIRL Rwy 7-25 **0**

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

AKRON, OHIO
Amdt 13B 08APR10

41°02'N - 81°28'W

AKRON FULTON INTL (AKR)

NDB or GPS RWY 25

EC-2, 26 AUG 2010 to 23 SEP 2010

ATIS
121.05
AKRON-CANTON TOWER
118.3 257.8
GND CON
121.7 348.6
CLNC DEL
132.05

D

ANG
HANGAR

TRANSIENT

HO⁺

LAHSC

LAHSC

1597 X 15

0.5% U.

ELEV
1209

01-19
S-120, D-160, 2S-175, 2D-250
05-23
S-120, D-160, 2S-175, 2D-230

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81° 27.0'W

81° 26.5'W

81° 26.0'W

AIRPORT DIAGRAM

10210

AKRON, OHIO
AKRON-CANTON RGNL (CAK)

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-CAK 109.5	APP CRS 009°	Rwy ldg TDZE Apt Elev	7000 1209 1228
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ILS or LOC RWY 1

AKRON-CANTON RGNL (CAK)

ASR **RVR 1800 authorized with the use of
FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1900, then climbing
right turn to 3000 direct ACO VOR/DME and hold.

ATIS
121.05

AKRON-CANTON APP CON ★
EAST **125.5 371.875**
WEST **118.6 323.0**

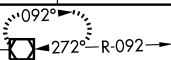
AKRON-CANTON TOWER
118.3 257.8

GND CON
121.7 348.6

CLNC DEL
132.05

△
2049 ±

AKRON
114.4 ACO
Chan 91



LOCALIZER **109.5**

I-CAK

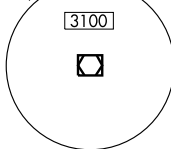
CABLE
OM

BUILT
INT

IAF
BRIGGS
112.4 BSV
Chan 71

NoPT for arrivals on
BSV VOR/DME airway
radials 151 CW 188.

MSA BSV 25 NM



ELEV 1228

△ 1270 ±

Rwy 01 ldg 7000'
Rwy 19 ldg 7000'

△ 1259 ±

△ 1248 ±

△ 1287

7601 X 1.50

0.5% UP

7597 X 1.30

TDZE 1209

009° 3.5 NM
from FAF

REIL Rwy 5

HIRL Rws 1-19 and 5-23

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

1900

3000

ACO

114.4

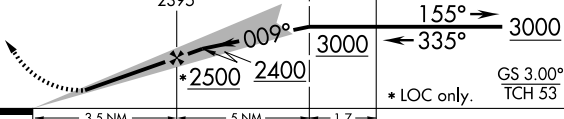
OM

2395

BUILT
INT

VOR/DME

One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-ILS 1	**1409/24 200 (200-½)			
S-LOC 1	1600/24 391 (400-½)			1600/40 391 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

LOC I-RGO 109.5	APP CRS 189°	Rwy Idg TDZE Apt Elev	7000 1218 1228
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ILS or LOC RWY 19

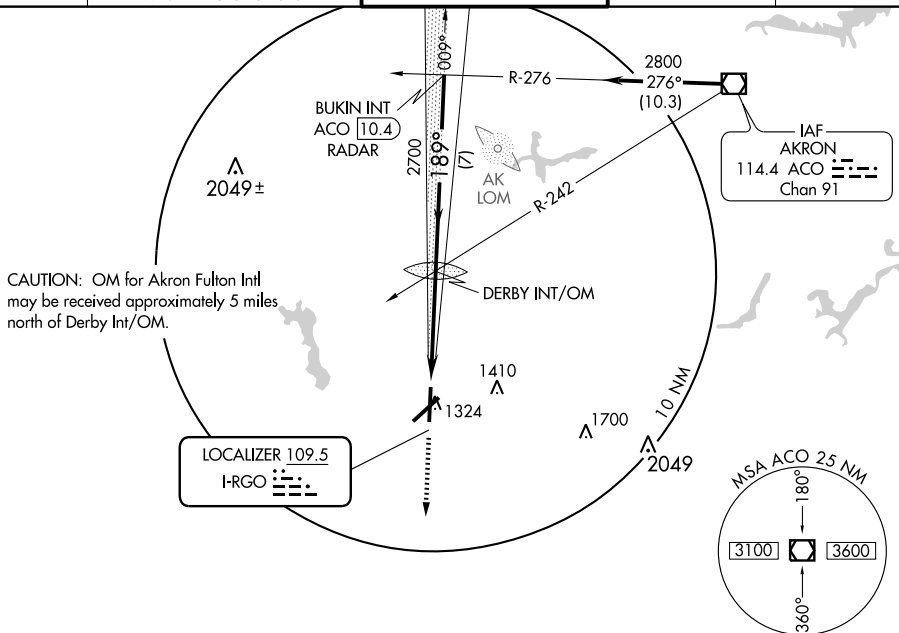
AKRON-CANTON RGNL (CAK)

ASR If local altimeter setting not received, use Akron Fulton Intl altimeter setting and increase all DH/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.



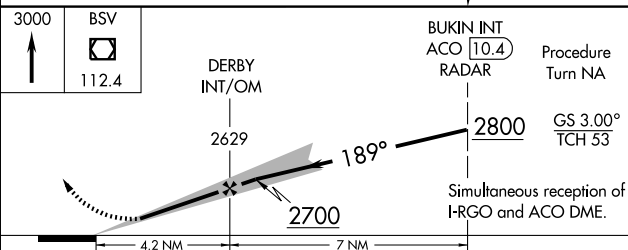
MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

ATIS 121.05	AKRON-CANTON APP CON ★ EAST 125.5 371.875 WEST 118.6 323.0	AKRON-CANTON TOWER 118.3 257.8	GND CON 121.7 348.6	CLNC DEL 132.05
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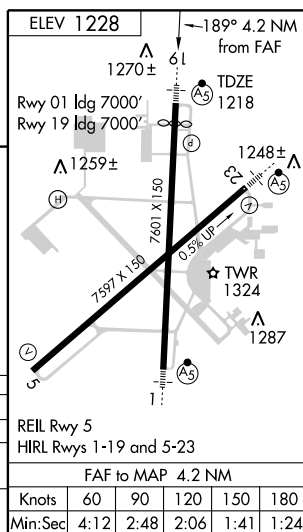


BRIGGS
112.4 BSV Chan 71

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 19	*1418/24 200 (200-½)			
S-LOC 19	1560/24 342 (400-½)			1560/40 342 (400-¾)
CIRCLING	1760-1 532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)	



LOC I-GGZ <u>108.3</u>	APP CRS 234°	Rwy Idg 7597 TDZE 1228 Apt Elev 1228
----------------------------------	------------------------	---

ILS or LOC RWY 23
AKRON-CANTON RGNL (CAK)

T	ASR	Autopilot coupled approach NA below 1574 feet.
A		

MALSR

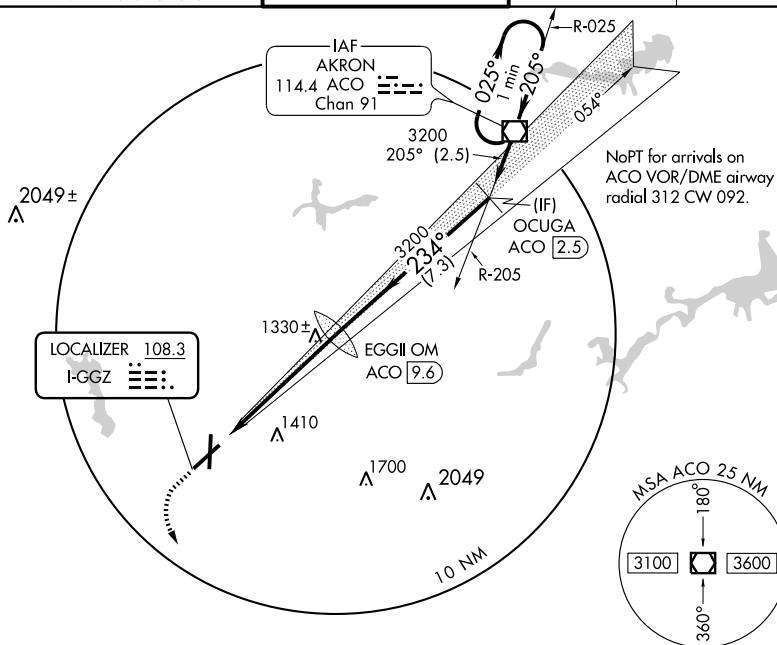
MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.


ATIS
121.05

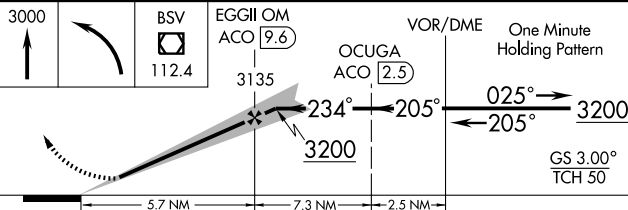
AKRON-CANTON APP CON ★
EAST **125.5 371.875**
WEST **118.6 323.0**

AKRON-CANTON TOWER
118.3 257.8

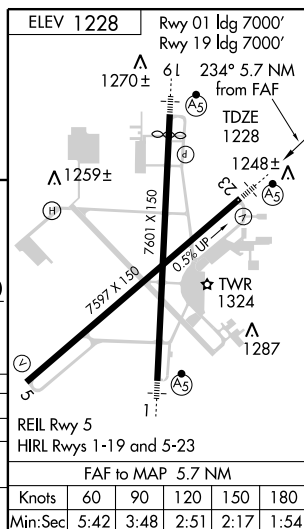
GND CON
121.7 348.6

CLNC DEL
132.05

BRIGGS
112.4 BSV 
Chan 71



CATEGORY	A	B	C	D
S-ILS 23	1428/24 200 (200-½)			
S-LOC 23	1580/24 352 (400-½)			1580/40 352 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)



VOR/DME ACO 114.4 Chan 91	APP CRS 048°	Rwy Idg TDZE Apt Elev	7597 1202 1228
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VOR or GPS RWY 5

AKRON-CANTON RGNL (CAK)

▼
ASR

MISSED APPROACH: Climb to 3000
direct ACO VOR/DME and hold.

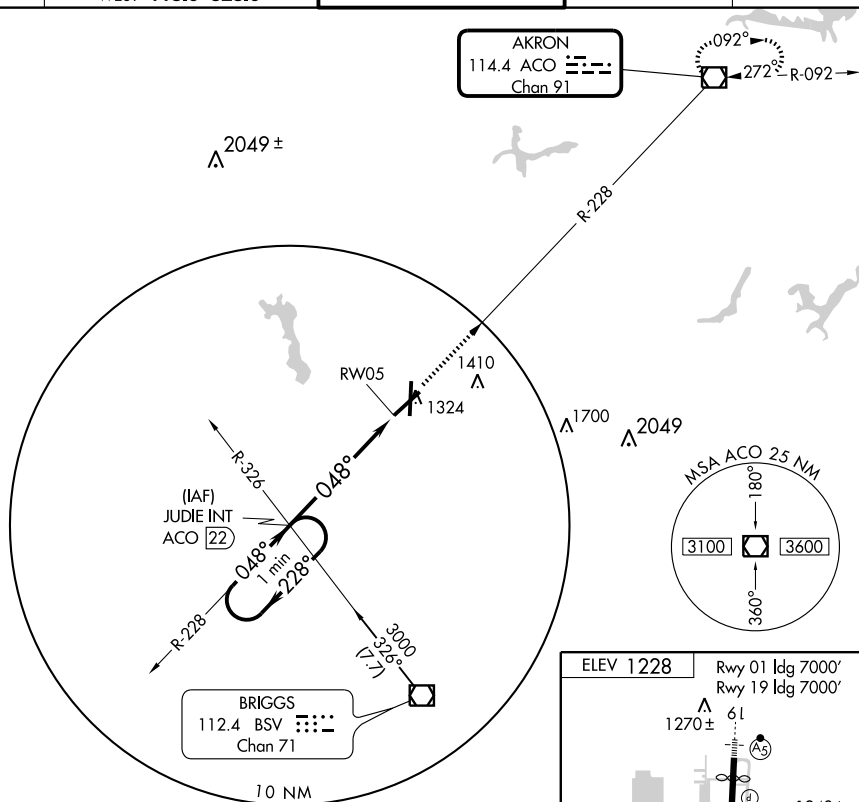
ATIS
121.05

AKRON-CANTON APP CON ★
EAST **125.5 371.875**
WEST **118.6 323.0**

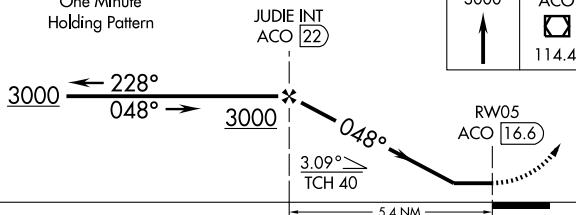
AKRON-CANTON TOWER
118.3 257.8

GND CON
121.7 348.6

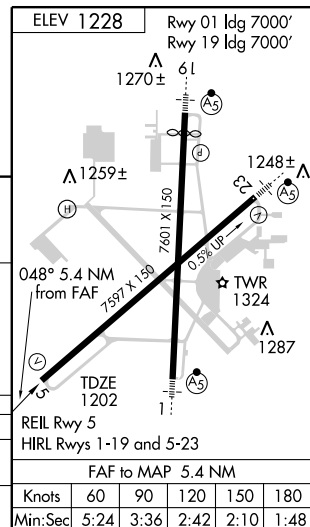
CLNC DEL
132.05



One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-5	1640-1 438 (500-1)		1640-1½ 438 (500-1½)	1640-1½ 438 (500-1½)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)



VOR/DME ACO 114.4 Chan 91	APP CRS 227°	Rwy Idg TDZE Apt Elev	7597 1228 1228
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VOR or GPS RWY 23

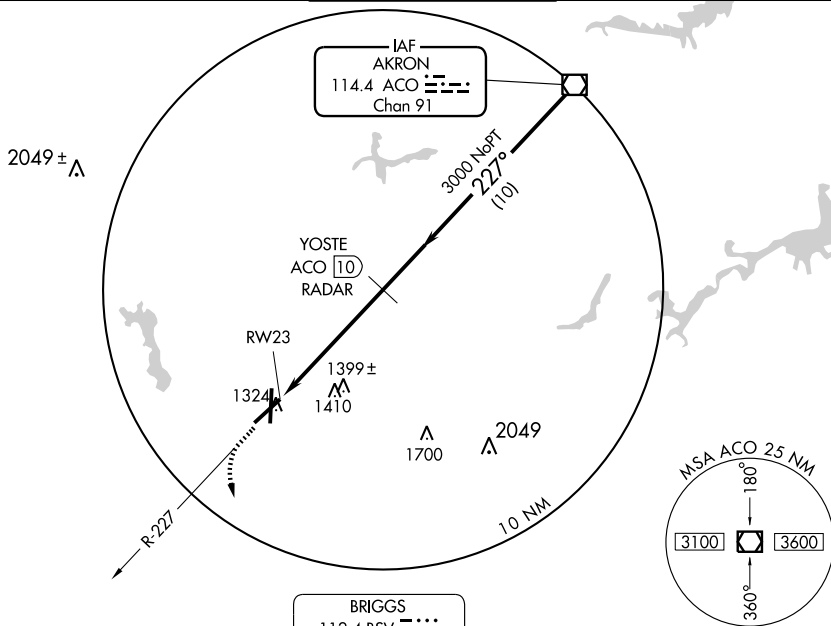
AKRON-CANTON RGNL (CAK)

ASR

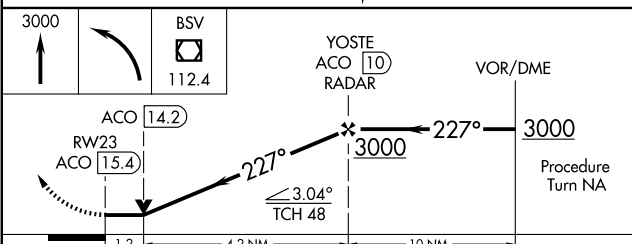
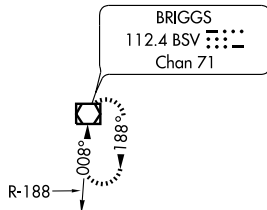


MISSED APPROACH: Climb to 3000 then
left turn direct BSV VOR/DME and hold.

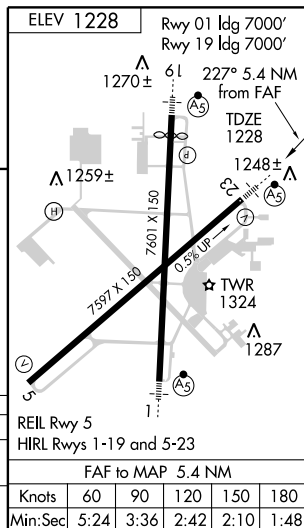
ATIS 121.05	AKRON-CANTON APP CON ★ EAST 125.5 371.875 WEST 118.6 323.0	AKRON-CANTON TOWER 118.3 257.8	GND CON 121.7 348.6	CLNC DEL 132.05
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**RADAR or
DME REQUIRED**



CATEGORY	A	B	C	D
S-23	1660/24 432 (500-½)		1660/40 432 (500-¾)	1660/50 432 (500-1)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)



ALBANY (See ATHENS/ALBANY)**ALDERMAN** (See ST CLAIRSVILLE)**ALEXANDER SALAMON** (See WEST UNION)

ALLEN CO N40°42.43' W83°58.09' NOTAM FILE DAY.
 (T) **VOR** 108.4 AOH 274° 2.7 NM to Lima Allen Co. **ASOS**.
 VOR portion unusable 091°–109° byd 20 NM.
RCO 122.1R 108.4T (DAYTON RADIO)

DETROIT
L-23C**ALLIANCE****BARBER** (2D1) 3 N UTC–5(–4DT) N40°58.25' W81°05.99'**DETROIT**1062 S4 **FUEL** 100LL NOTAM FILE CLE**RWY 18–36:** 3500X80 (TURF)**RWY 18:** Trees. **RWY 36:** Trees.**RWY 09–27:** 2088X130 (TURF)**RWY 09:** P–line. **RWY 27:** Trees.

AIRPORT REMARKS: Attended 1300Z†–dusk. Arpt CLOSED Mon except with PPR. Parachute ops within 5 NM, sfc to 18,000' MSL, check Akron–Canton Rgnl apch. Parachute Jumping. Aerobatic practice area within 1 NM, surface–5000' MSL, hrs irregular, check NOTAMS. CAUTION: Occasional ground level aerobatic practice. CAUTION when rwy's are wet. Use care—model acft in area. Rwy 09–27 NSTD lgts not for public use. PPR for ngt and winter ops call arpt manager 330–823–0652/or cell phone 330–495–5447. Rwy 09–27 and Rwy 18–36 marked with cones.

COMMUNICATIONS: CTAF 122.9**MILLER** (4G3) 5 NE UTC–5(–4DT) N40°58.91' W81°02.53'**DETROIT**1070 B **FUEL** 100LL NOTAM FILE CLE

L-30G

RWY 09–27: H2912X50 (ASPH) S–9 LIRL 0.4% up E.

IAP

RWY 09: REIL. Thld dsplcd 180'. Trees. **RWY 27:** REIL. Thld dsplcd 288'. Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 09 thld dsplcd 175' for ngt ops only. ACTIVATE LIRL Rwy 09–27 and bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z†) Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.**AKRON (L) VOR/DME** 114.4 ACO Chan 91 N42°06.47' W81°12.09' 140° 10.5 NM to fld. 1194/4W.**APPLETON** N40°09.06' W82°35.30' NOTAM FILE DAY.**DETROIT**(H) **VORTAC** 116.7 APE Chan 114 148° 9.6 NM to Newark–Heath. 1350/6W. **HIWAS**.

H-10G, L-29A

VOR portion unusable 360°–080°.

RCO 122.1R 116.7T (DAYTON RADIO)**ASHLAND CO** (3G4) 3 NE UTC–5(–4DT) N40°54.18' W82°15.34'**DETROIT**1206 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE

L-29A

RWY 01–19: H3502X75 (ASPH) MIRL 0.5% up S.

IAP

RWY 01: REIL. PAPI(P4L). Trees. **RWY 19:** REIL. VASI(V2L). Trees.

AIRPORT REMARKS: Attended 1300Z†–dusk. Occasional deer on and invov arpt. Rwy 19 REIL OTS indef. Rwy 19 VASI OTS indef. ACTIVATE MIRL Rwy 01–19; REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and VASI Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z†) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z†)

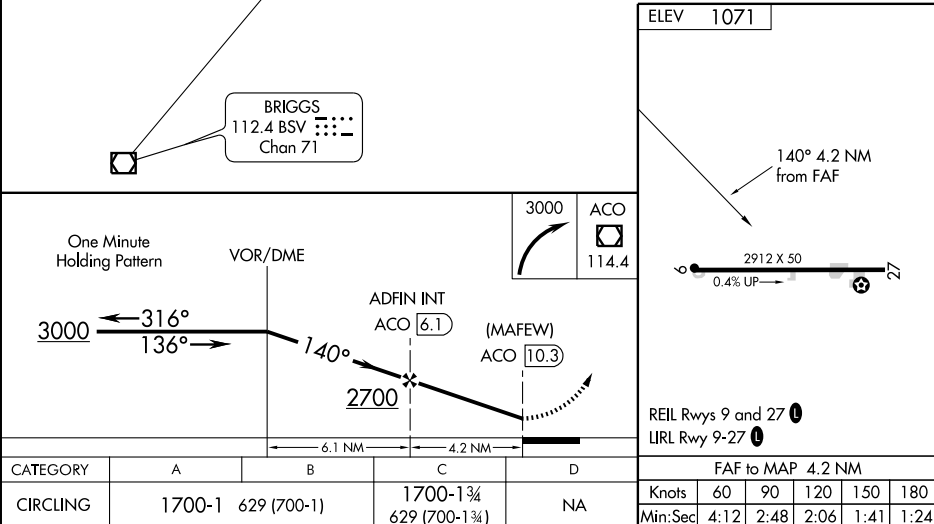
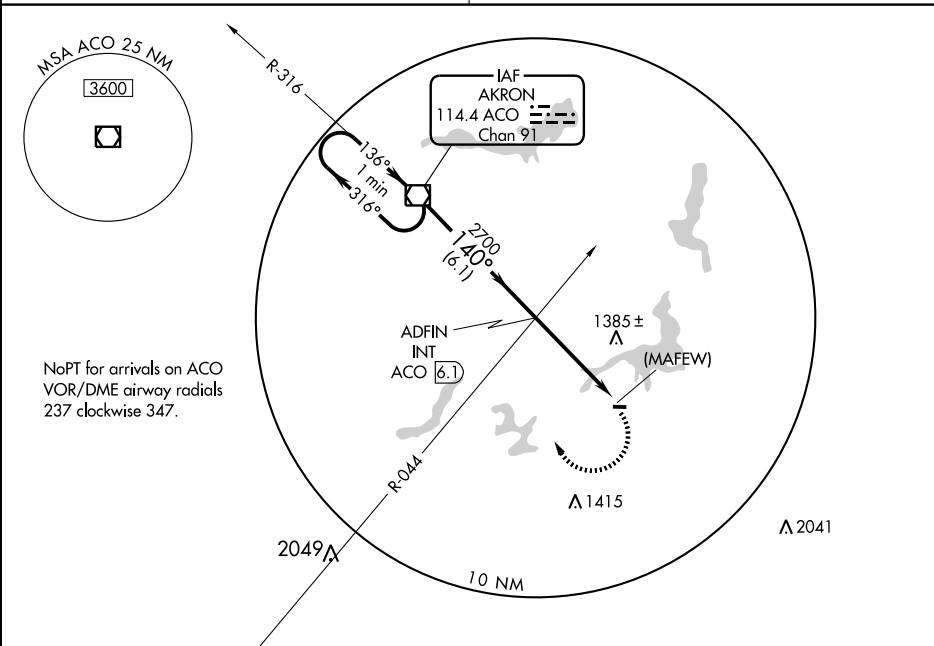
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.**MANSFIELD (L) VORTAC** 108.8 MFD Chan 25 N40°52.12' W82°35.46' 085° 15.4 NM to fld. 1210/3W.

NDB (MHW) 329 AAU N40°57.80' W82°15.20' 189° 3.6 NM to fld. NOTAM FILE CLE. NDB unmonitored ngts indef.

VOR/DME ACO 114.4 Chan 91	APP CRS 140°	Rwy Idg TDZE Apt Elev 1071	N/A N/A
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VOR or GPS-A
ALLIANCE/MILLER (4G3)

<p>▲ NA</p> <p>Use Akron-Canton altimeter setting. Procedure not authorized at night.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct ACO VOR/DME and hold.</p>
<p>AKRON-CANTON APP CON★</p> <p>125.5 226.4</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>



ALBANY (See ATHENS/ALBANY)**ALDERMAN** (See ST CLAIRSVILLE)**ALEXANDER SALAMON** (See WEST UNION)

ALLEN CO N40°42.43' W83°58.09' NOTAM FILE DAY.
 (T) **VOR** 108.4 AOH 274° 2.7 NM to Lima Allen Co. **ASOS**.
 VOR portion unusable 091°–109° byd 20 NM.
RCO 122.1R 108.4T (DAYTON RADIO)

DETROIT
L-23C**ALLIANCE****BARBER** (2D1) 3 N UTC–5(–4DT) N40°58.25' W81°05.99'**DETROIT**1062 S4 **FUEL** 100LL NOTAM FILE CLE**RWY 18–36:** 3500X80 (TURF)**RWY 18:** Trees. **RWY 36:** Trees.**RWY 09–27:** 2088X130 (TURF)**RWY 09:** P–line. **RWY 27:** Trees.

AIRPORT REMARKS: Attended 1300Z†–dusk. Arpt CLOSED Mon except with PPR. Parachute ops within 5 NM, sfc to 18,000' MSL, check Akron–Canton Rgnl apch. Parachute Jumping. Aerobatic practice area within 1 NM, surface–5000' MSL, hrs irregular, check NOTAMS. CAUTION: Occasional ground level aerobatic practice. CAUTION when rwys are wet. Use care—model acft in area. Rwy 09–27 NSTD lgts not for public use. PPR for ngt and winter ops call arpt manager 330–823–0652/or cell phone 330–495–5447. Rwy 09–27 and Rwy 18–36 marked with cones.

COMMUNICATIONS: CTAF 122.9**MILLER** (4G3) 5 NE UTC–5(–4DT) N40°58.91' W81°02.53'**DETROIT**1070 B **FUEL** 100LL NOTAM FILE CLE

L-30G

RWY 09–27: H2912X50 (ASPH) S–9 LIRL 0.4% up E.

IAP

RWY 09: REIL. Thld dsplcd 180'. Trees. **RWY 27:** REIL. Thld dsplcd 288'. Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 09 thld dsplcd 175' for ngt ops only. ACTIVATE LIRL Rwy 09–27 and bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z†) Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.**AKRON (L) VOR/DME** 114.4 ACO Chan 91 N42°06.47' W81°12.09' 140° 10.5 NM to fld. 1194/4W.**APPLETON** N40°09.06' W82°35.30' NOTAM FILE DAY.**DETROIT**(H) **VORTAC** 116.7 APE Chan 114 148° 9.6 NM to Newark–Heath. 1350/6W. **HIWAS**.

H-10G, L-29A

VOR portion unusable 360°–080°.

RCO 122.1R 116.7T (DAYTON RADIO)**ASHLAND CO** (3G4) 3 NE UTC–5(–4DT) N40°54.18' W82°15.34'**DETROIT**1206 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE

L-29A

RWY 01–19: H3502X75 (ASPH) MIRL 0.5% up S.

IAP

RWY 01: REIL. PAPI(P4L). Trees. **RWY 19:** REIL. VASI(V2L). Trees.

AIRPORT REMARKS: Attended 1300Z†–dusk. Occasional deer on and invov arpt. Rwy 19 REIL OTS indef. Rwy 19 VASI OTS indef. ACTIVATE MIRL Rwy 01–19; REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and VASI Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z†) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.**MANSFIELD (L) VORTAC** 108.8 MFD Chan 25 N40°52.12' W82°35.46' 085° 15.4 NM to fld. 1210/3W.

NDB (MHW) 329 AAU N40°57.80' W82°15.20' 189° 3.6 NM to fld. NOTAM FILE CLE. NDB unmonitored ngts indef.

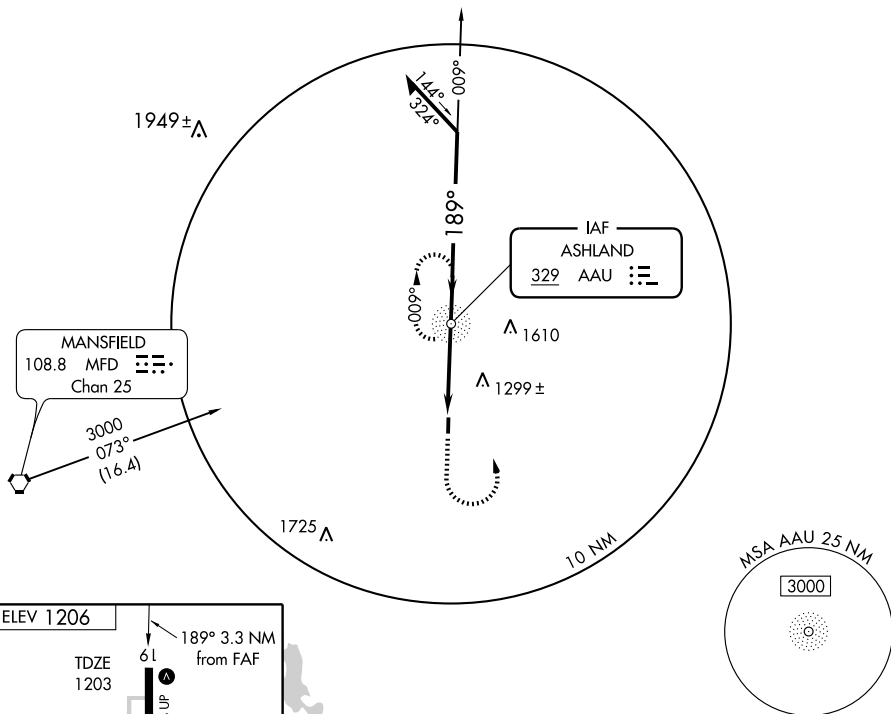
NDB AAU
329APP CRS
189°Rwy Idg **3502**
TDZE **1203**
Apt Elev **1206****NDB RWY 19**
ASHLAND COUNTY (3G4)

▼ Visibility reduction by helicopters NA. Use Mansfield altimeter setting, when not received use Wooster altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct AAU NDB and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.7 (CTAF) **0**



ELEV 1206

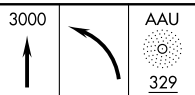
TDZE
1203

61

0.5% UP

3502 X 75

1



NDB

Remain
within 10 NM

009°

3000

3.04°
TCH 40

2300

VGSI and descent angles
not coincident.

REIL Rwy 1 and 19 **0**
MIRL Rwy 1-19 **0**

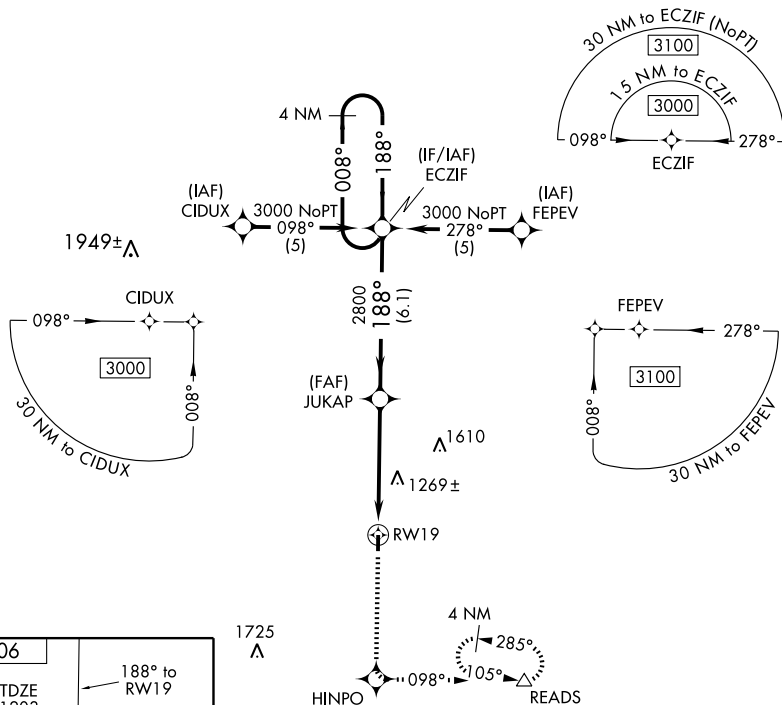
FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
S-19	1660-1	457 (500-1)	1660-1¼ 457 (500-1¼)	NA
CIRCLING	1660-1	454 (500-1)	1660-1½ 454 (500-1½)	NA

RNAV (GPS) RWY 19

MISSED APPROACH: Climb to 3000 direct HINER and left turn via track 098° to READS and hold.

UNICOM
122.7 (CTAF) **L**TD:
120

TDZE
1203

A

1

1

1

1

1

1

2

1

1725
Λ

HINPO

4 NM

"

1

3000

HINPC

READ

4 NM
Holding Pattern

$$\frac{008^\circ \rightarrow}{1.222} 3000$$

VGSI and descent angles
not coincident.

	4.9 NM		6.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1580-1 377 (400-1)				NA
CIRCLING	1620-1 414 (500-1)	1660-1 454 (500-1)	1660-1½ 454 (500-1½)	NA	

VORTAC MFD 108.8 Chan 25	APP CRS 085°	Rwy Idg TDZE Apt Elev	N/A N/A 1206
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VOR-A

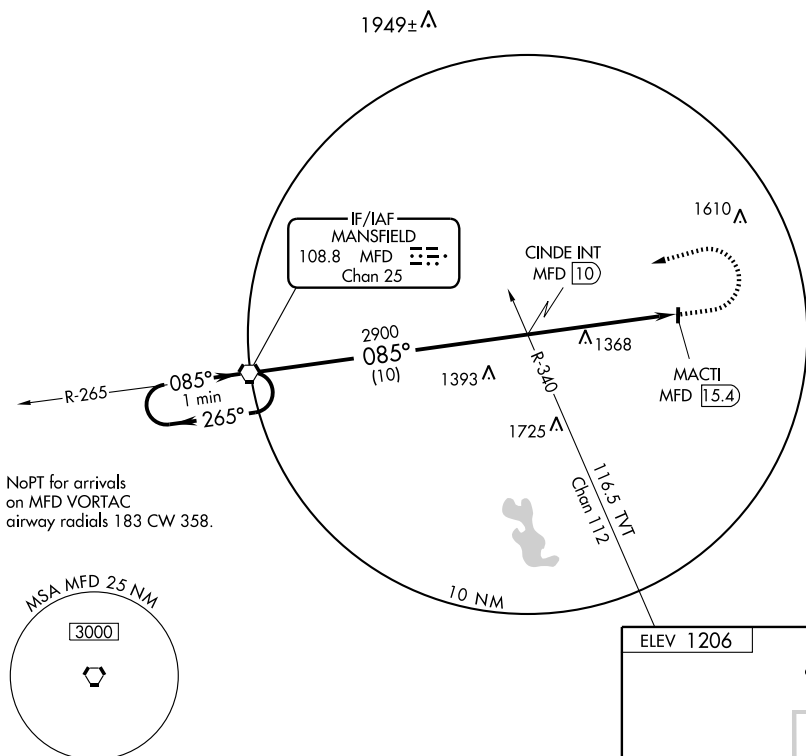
ASHLAND COUNTY (3G4)

▼ Use Mansfield altimeter setting, when not received use
▲ NA Wooster altimeter setting.

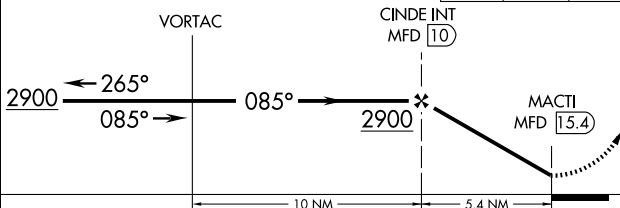
MISSED APPROACH: Climb to 2900 then
left turn direct MFD VORTAC and hold.

MANSFIELD APP CON ★
124.2 390.8

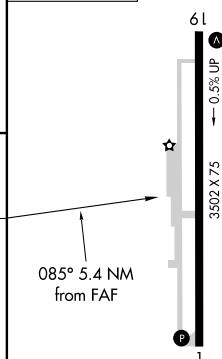
UNICOM
122.7 (CTAF) 0



One Minute
Holding Pattern



ELEV 1206



REIL Rwy 1 and 19 0
MIRL Rwy 1-19 0

CATEGORY	A	B	C	D
CIRCLING	1720-1	514 (600-1)	1720-1½ 514 (600-1½)	NA

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ASHTABULA CO (HZY) 8 SE UTC-5(-4DT) N41°46.68' W80°41.73'

924 B S3 FUEL 100LL, JET A1+ NOTAM FILE HZY

RWY 08-26: H5197X100 (ASPH) S-40, D-53 MRL 0.3% up E

RWY 08: REIL. PAPI(P4L)—GA3.0° TCH 27'. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1400-2200Z±. Unattended New Years Day and Christmas Day. 24 hr credit card self service 100LL Fuel.

ACTIVATE MRL Rwy 08-26, PAPI Rwy 08 and Rwy 26 and REIL Rwy 08 and Rwy 26—123.3.

WEATHER DATA SOURCES: ASOS 118.325 (440) 576-6907.

COMMUNICATIONS: CTAF/UNICOM 122.8

JEFFERSON RCO 122.1R 115.2T (CLEVELAND RADIO)

ERIE APP/DEP CON 121.0 (1100-0500Z±)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z±)

GCO 121.725 (ERIE CLNC)

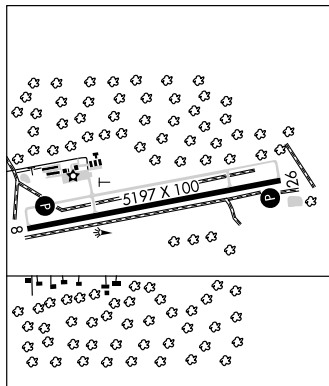
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61'

W80°44.89' 070° 2.6 NM to fld. 900/5W.

COMM/NAV/WEATHER REMARKS: GCO avbl on freq 121.725 ERI CLNC DEL.

Click 4 times for ERI tower and 6 times for Cleveland RADIO. GCO OTS indef.



ATHENS-ALBANY N39°12.66' W82°13.89'

RCO 122.25 (DAYTON RADIO)

CINCINNATI

L-29B

ATHENS/ALBANY

OHIO UNIVERSITY SNYDER FLD (UNI) 10 SW UTC-5(-4DT) N39°12.71' W82°13.76'

766 B S4 FUEL 100LL, JET A OX 1 TPA (See remarks) NOTAM FILE DAY

RWY 07-25: H5600X100 (ASPH) S-30 MRL

RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 25'. Thld dsplcd 900'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended continuously. Deer and waterfowl invof arpt. TPA—turbine acft (except helicopters) 2300(1534), multiengine reciprocating 2000(1234), all others 1800(1034), Rwy 07-25 left traffic only.

Extensive flight training, make every effort to observe traffic pattern altitudes. Avoid overflight of noise sensitive areas, church 1.8 mi NW of Rwy 25 end and village of Albany 2 mi E of apch end Rwy 25. Rwy 07 REILS located 949' from rwy end. ACTIVATE MRL Rwy 07-25 and REIL Rwy 07 and Rwy 25—CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.

WEATHER DATA SOURCES: AWOS-3 128.325 (740) 597-2687 TF 1-888-682-4799.

COMMUNICATIONS: CTAF/UNICOM 123.075

ATHENS-ALBANY RCO 122.25 (DAYTON RADIO)

Ⓡ HUNTINGTON APP/DEP CON 120.95 CLNC DEL 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25' W82°01.57' 344° 29 NM to fld. 880/3W.

UNIVERSITY NDB (MHW) 250 UGS N39°15.44' W82°07.56' 247° 5.5 NM to fld. NOTAM FILE DAY.

ILS 108.75 I-UNI Rwy 25. Class IB. LOC unusable inside .5 NM.

BALTIMORE

MILLER FARM LANDING STRIP (7B4) 3 NE UTC-5(-4DT) N39°53.07' W82°35.34'

CINCINNATI

930 S4 NOTAM FILE DAY

RWY 09-27: 3250X50 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 270'. Trees.

RWY 27: Thld dsplcd 275'. Trees.

AIRPORT REMARKS: Attended continuously. For rwy lgts call 614-862-6053. No student ops, no touch and go. Rwy

09-27 NSTD LIRL; rwy ends lgtd with 360° red lgts and dsplcd thlds lgtd with 1 360° green lgt each side of rwy.

COMMUNICATIONS: CTAF 122.9

BANNOCK HELIPORT (2D6) 0 N UTC-5(-4DT) N40°06.42' W80°58.52'

DETROIT

1100 NOTAM FILE CLE

HELIPAD H1: H20X20 (CONC)

HELIPAD H1: Antenna.

HELIPORT REMARKS: Attended Mon-Fri 1300-2100Z±. Helipad H1 NSTD markings.

COMMUNICATIONS: CTAF 122.9

BARBER (See ALLIANCE)

WAAS CH 58013 W08A	APP CRS 088°	Rwy Idg 5197 TDZE 919 Apt Elev 924
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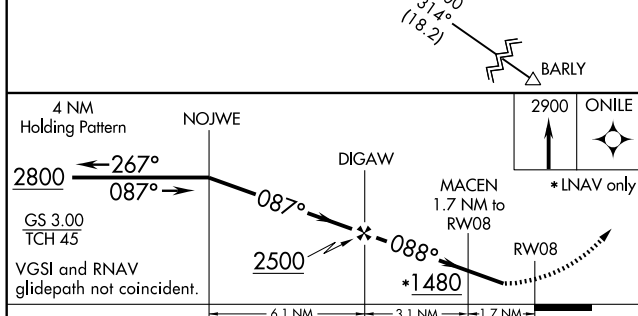
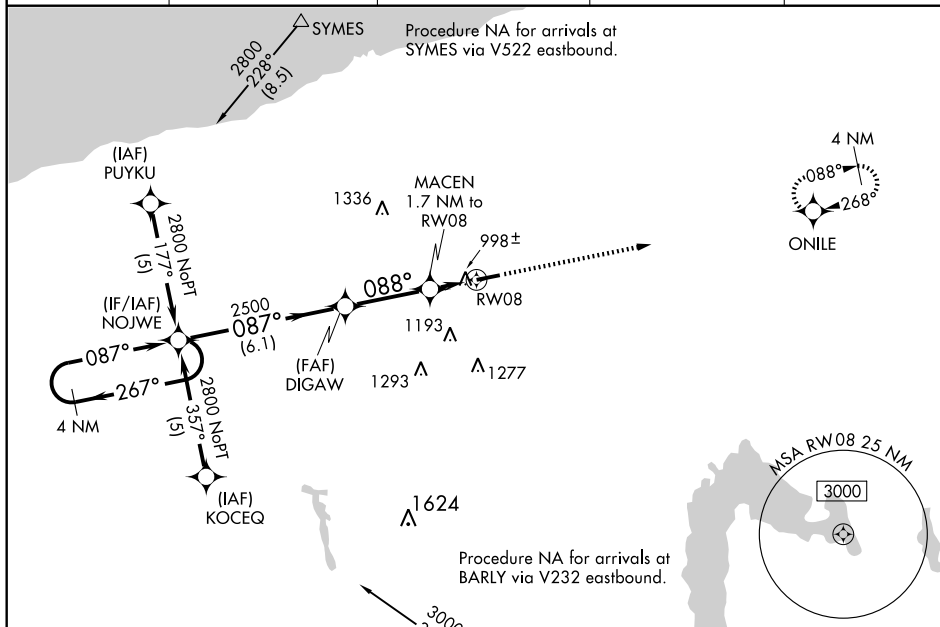
RNAV (GPS) RWY 8

ASHTABULA COUNTY (HZY)

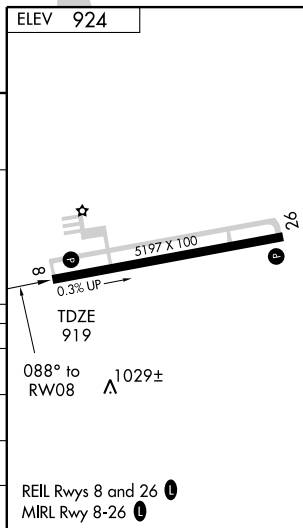
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2900 direct ONILE and hold.

ASOS 118.325	ERIE APP CON ★ 121.0	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF)	123.3 ①
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CATEGORY	A	B	C	D
LPV DA	1250-1¼	331 (400-1¼)		
LNAV/VNAV DA	1268-1¼	349 (400-1¼)		
LNAV MDA	1280-1	361 (400-1)	1280-1¼	361 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)



WAAS CH 72713 W26A	APP CRS 268°	Rwy Idg 5197 TDZE 924 Apt Elev 924
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RNAV (GPS) RWY 26

ASHTABULA COUNTY (HZY)

47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2800 direct NOJWE and hold.

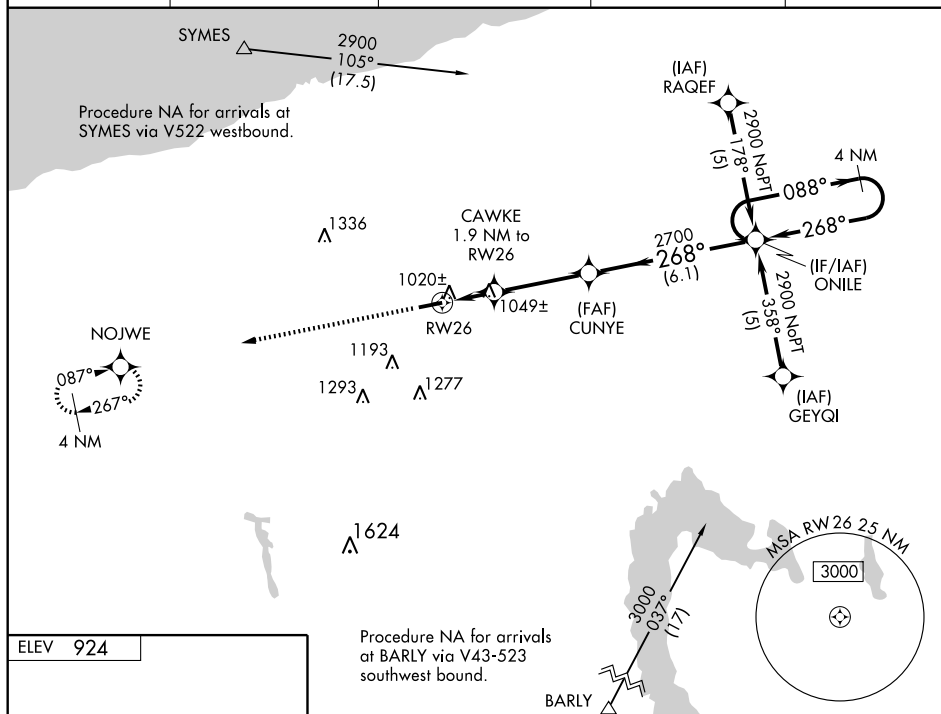
ASOS
118.32

ERIE APP CON ★
121.0

CLNC DEL (GCO)
121.725

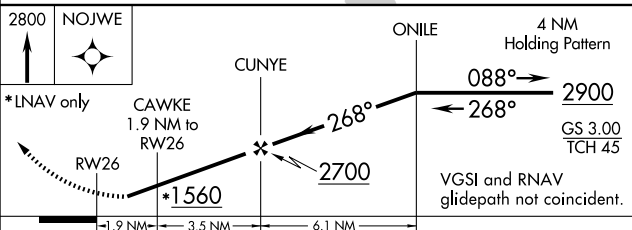
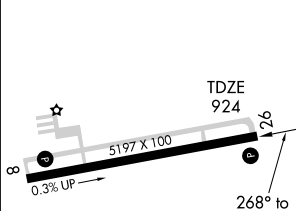
UNICOM
122.8 (CTAF)

123.3 L



ELEV 924

Procedure NA for arrivals
at BARLY via V43-523
southwest bound.



CATEGORY	A	B	C	D
LPV DA	1239-1 315 (400-1)			
LNAV/VNAV DA	1364-1½ 440 (500-1½)			
LNAV MDA	1300-1 376 (400-1)			1300-1¼ 376 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwy 8 and 26 **L**
MIRL Rwy 8-26 **L**

ASHTABULA, OHIO
Orig 09183

41°47'N - 80°42'W

ASHTABULA COUNTY (HZY)
RNAV (GPS) RWY 26

EC-2. 26 AUG 2010 to 23 SEP 2010

VOR/DME JFN 115.2 Chan 99	APP CRS 254°	Rwy Idg TDZE Apt Elev	5197 924 924
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VOR/DME RWY 26

ASHTABULA COUNTY (HZY)



MISSED APPROACH: Climb to 2800
direct JFN VOR/DME and hold.

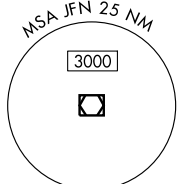
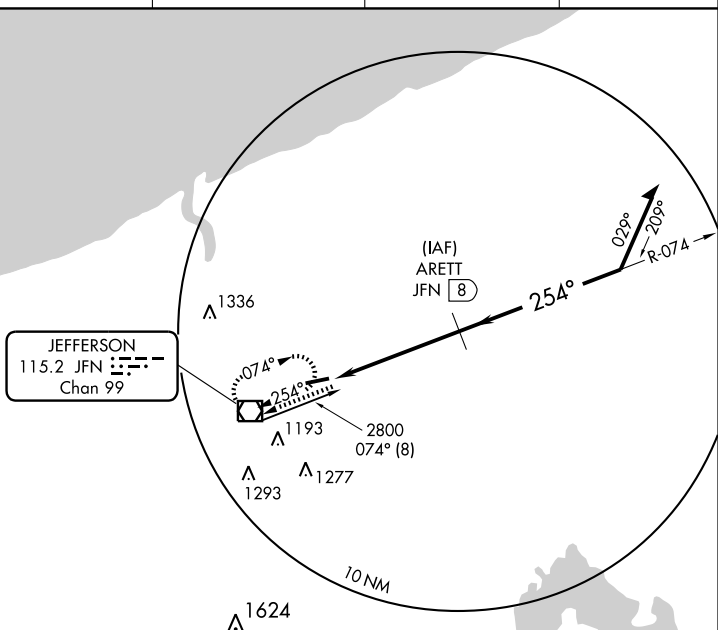
ASOS
118.325

ERIE APP CON ★
121.0

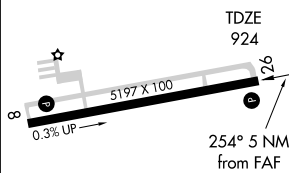
CLNC DEL (GCO)
121.725

UNICOM
122.8 (CTAF)

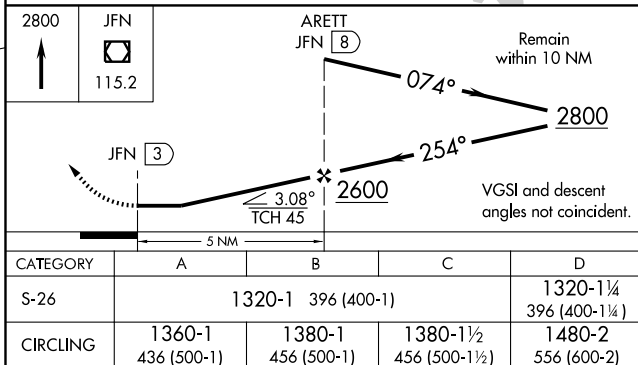
123.3 0



ELEV 924



REIL Rwy 8 and 26 0
MIRL Rwy 8-26 0



VOR/DME JFN 115.2 Chan 99	APP CRS 068°	Rwy Idg TDZE Apt Elev	5197 919 924
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VOR RWY 8

ASHTABULA COUNTY (HZY)



MISSED APPROACH: Climb to 2800 then left turn direct JFN VOR/DME and hold.

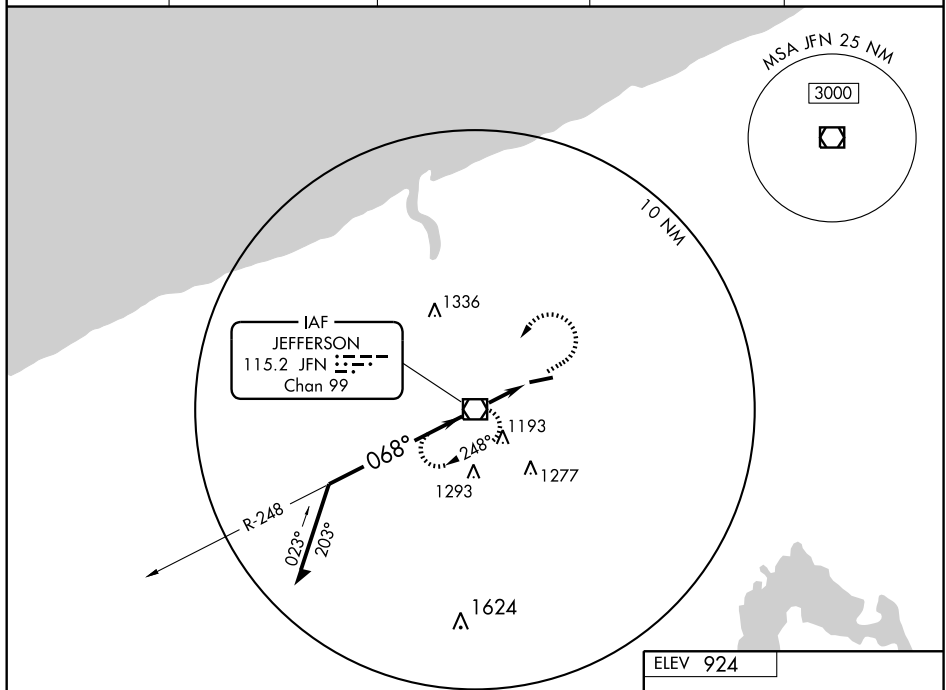
ASOS
118.325

ERIE APP CON ★
121.0

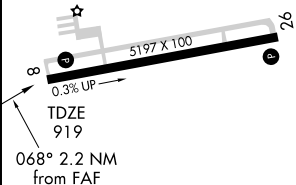
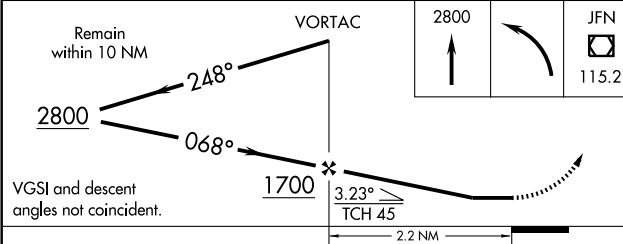
CLNC DEL (GCO)
121.725

UNICOM
122.8 (CTAF)

123.3 0



ELEV 924



REIL Rwy 8 and 26 0
MIRL Rwy 8-26 0

FAF to MAP 2.2 NM

Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

ASHTABULA CO (HZY) 8 SE UTC-5(-4DT) N41°46.68' W80°41.73'

924 B S3 FUEL 100LL, JET A1+ NOTAM FILE HZY

RWY 08-26: H5197X100 (ASPH) S-40, D-53 MRL 0.3% up E

RWY 08: REIL. PAPI(P4L)—GA3.0° TCH 27'. Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1400-2200Z±. Unattended New Years Day and Christmas Day. 24 hr credit card self service 100LL Fuel.

ACTIVATE MRL Rwy 08-26, PAPI Rwy 08 and Rwy 26 and REIL Rwy 08 and Rwy 26—123.3.

WEATHER DATA SOURCES: ASOS 118.325 (440) 576-6907.

COMMUNICATIONS: CTAF/UNICOM 122.8

JEFFERSON RCO 122.1R 115.2T (CLEVELAND RADIO)

ERIE APP/DEP CON 121.0 (1100-0500Z±)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z±)

GCO 121.725 (ERIE CLNC)

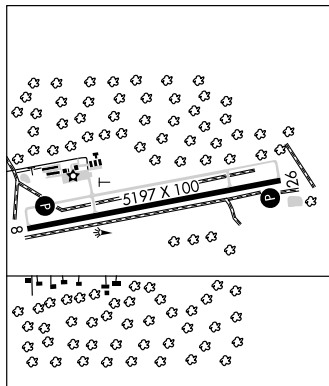
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61'

W80°44.89' 070° 2.6 NM to fld. 900/5W.

COMM/NAV/WEATHER REMARKS: GCO avbl on freq 121.725 ERI CLNC DEL.

Click 4 times for ERI tower and 6 times for Cleveland RADIO. GCO OTS indef.



ATHENS-ALBANY N39°12.66' W82°13.89'

RCO 122.25 (DAYTON RADIO)

CINCINNATI

L-29B

ATHENS/ALBANY

OHIO UNIVERSITY SNYDER FLD (UNI) 10 SW UTC-5(-4DT) N39°12.71' W82°13.76'

766 B S4 FUEL 100LL, JET A OX 1 TPA (See remarks) NOTAM FILE DAY

RWY 07-25: H5600X100 (ASPH) S-30 MRL

RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 25'. Thld dsplcd 900'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended continuously. Deer and waterfowl invof arpt. TPA—turbine acft (except helicopters)

2300(1534), multiengine reciprocating 2000(1234), all others 1800(1034), Rwy 07-25 left traffic only.

Extensive flight training, make every effort to observe traffic pattern altitudes. Avoid overflight of noise sensitive areas, church 1.8 mi NW of Rwy 25 end and village of Albany 2 mi E of apch end Rwy 25. Rwy 07 REILS located 949' from rwy end. ACTIVATE MRL Rwy 07-25 and REIL Rwy 07 and Rwy 25-CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.

WEATHER DATA SOURCES: AWOS-3 128.325 (740) 597-2687 TF 1-888-682-4799.

COMMUNICATIONS: CTAF/UNICOM 123.075

ATHENS-ALBANY RCO 122.25 (DAYTON RADIO)

Ⓡ HUNTINGTON APP/DEP CON 120.95 CLNC DEL 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25' W82°01.57' 344° 29 NM to fld. 880/3W.

UNIVERSITY NDB (MHW) 250 UGS N39°15.44' W82°07.56' 247° 5.5 NM to fld. NOTAM FILE DAY.

ILS 108.75 I-UNI Rwy 25. Class IB. LOC unusable inside .5 NM.

BALTIMORE

MILLER FARM LANDING STRIP (7B4) 3 NE UTC-5(-4DT) N39°53.07' W82°35.34'

CINCINNATI

930 S4 NOTAM FILE DAY

RWY 09-27: 3250X50 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 270'. Trees.

RWY 27: Thld dsplcd 275'. Trees.

AIRPORT REMARKS: Attended continuously. For rwy lgts call 614-862-6053. No student ops, no touch and go. Rwy

09-27 NSTD LIRL; rwy ends lgtd with 360° red lgts and dsplcd thlds lgtd with 1 360° green lgt each side of rwy.

COMMUNICATIONS: CTAF 122.9

BANNOCK HELIPORT (2D6) 0 N UTC-5(-4DT) N40°06.42' W80°58.52'

DETROIT

1100 NOTAM FILE CLE

HELIPAD H1: H20X20 (CONC)

HELIPAD H1: Antenna.

HELIPORT REMARKS: Attended Mon-Fri 1300-2100Z±. Helipad H1 NSTD markings.

COMMUNICATIONS: CTAF 122.9

BARBER (See ALLIANCE)

LOC I-UNI	APP CRS	Rwy Idg TDZE	5600
108.75	247°	765	766
		Apt Elev	766

ILS or LOC RWY 25

ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)



ADF REQUIRED

If local altimeter setting not received, use Parkersburg, WV
altimeter setting and increase all DH's and MDA's 100 feet.

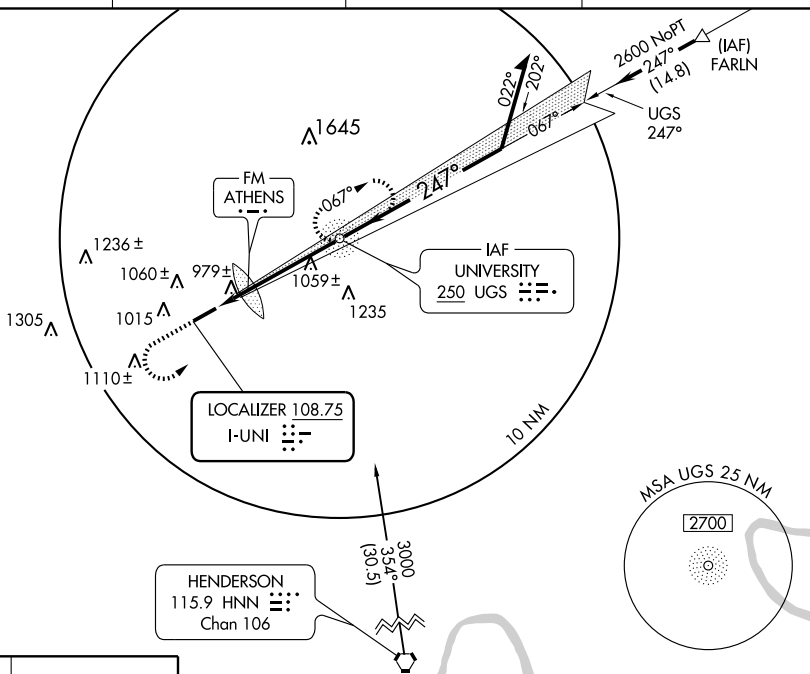
MISSED APPROACH: Climb to 3000,
then left turn direct UGS NDB and hold.

AWOS-3
128.325

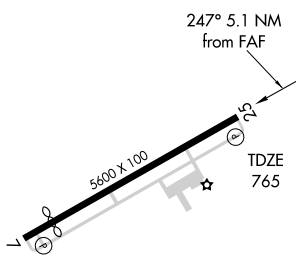
HUNTINGTON APP CON
120.95 270.1

CLNC DEL
120.95

UNICOM
123.075 (CTAF) 0



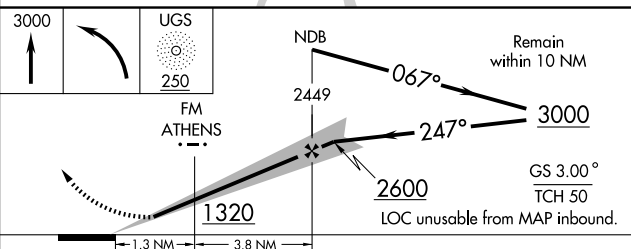
ELEV 766



MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

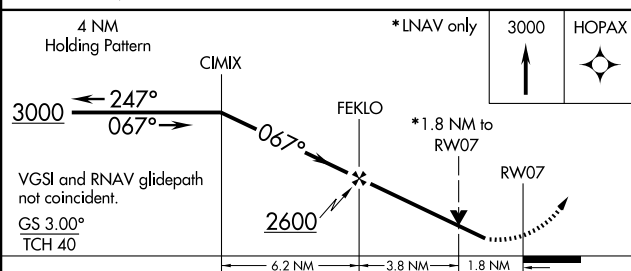
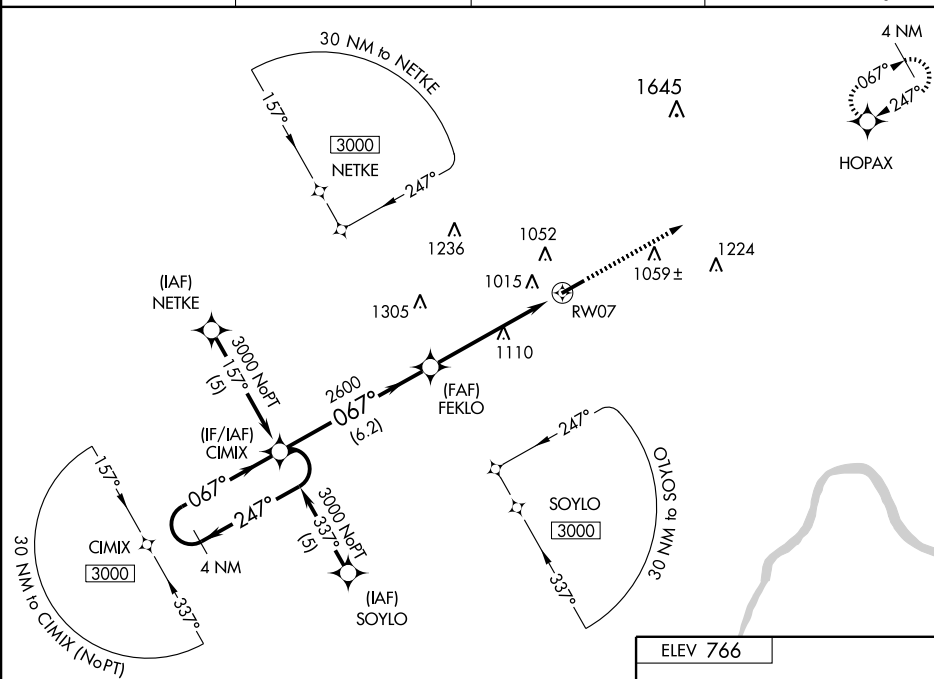
FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



RNAV (GPS) RWY 7
ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

MISSED APPROACH:
Climb to 3000 direct
HOPAX and hold.

UNICOM
123.075 (CTAF) **L**

CATEGORY		A	B	C	D
LPV	DA	1205-1½ 440 (500-1½)			
LNAV/ VNAV	DA	1334-2 569 (600-2)			
LNAV	MDA	1360-1 595 (600-1)	1360-1½ 595 (600-1½)		1360-1¾ 595 (600-1¾)
CIRCLING		1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

ELEV 766

Diagram illustrating a beam configuration. The beam is labeled 5800 x 100. The angle is specified as 0.67° to RW07. The TDZE is 765. The beam is shown in a perspective view, with a star symbol indicating a specific point of interest.

MIRL Rwy 7-25 **L**
REIL Rwy 7 and 25 **L**

ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UNT)

39°13'N - 82°14'W

RNAV (GPS) RWY 7

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

WAAS CH 90316 W25A	APP CRS 247°	Rwy Idg 5600 TDZE 765 Apt Elev 766
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RNAV (GPS) RWY 25

ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UNI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DA and MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D, circling Cat B visibility ¼ mile and circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Parkersburg, WV altimeter setting.

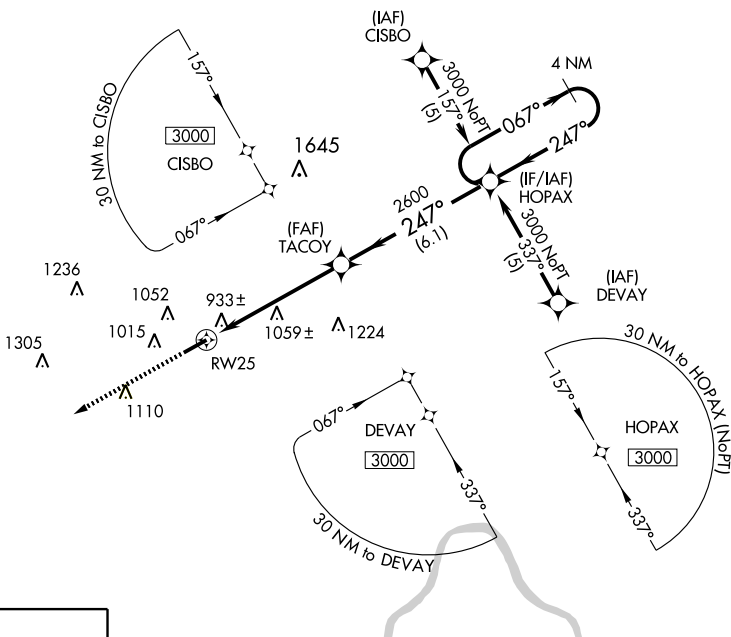
MISSED APPROACH:
Climb to 3000 direct
CIMIX and hold.

AWOS-3
128.325

HUNTINGTON APP CON
120.95 270.1

CLNC DEL
120.95

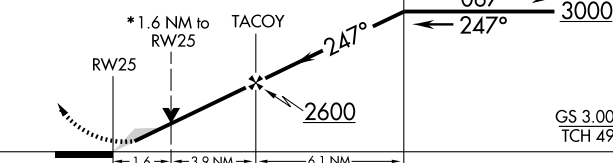
UNICOM
123.075 (CTAF) 0



ELEV **766**

3000 CIMIX

* LNAV only



CATEGORY	A	B	C	D
LPV DA	965-¾		200 (200-¾)	
LNAV/VNAV DA	1247-1¾		482 (500-1¾)	
LNAV MDA	1320-1	555 (600-1)	1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

ATHENS (ALBANY), OHIO

Amdt 1 11FEB10

ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UNI)

39°13'N - 82°14'W

RNAV (GPS) RWY 25

BARNESVILLE—BRADFIELD (6G5) 1 NW UTC-5(-4DT) N40°00.15' W81°11.51'

DETROIT

1312 B S4 FUEL 100LL, JET A NOTAM FILE CLE

L-29B

RWY 09-27: H4004X65 (ASPH) S-30 MIRL

IAP

RWY 09: Thld dsplcd 299'. Road. RWY 27: REIL. Trees.

AIRPORT REMARKS: Attended daltg hrs. Deer and other wildlife on and in/ovf arpt. ACTIVATE rotating bcn, MIRL Rwy 09-27 and REIL Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

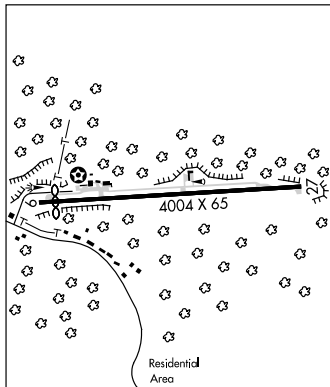
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)

CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02'

W80°49.04' 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC-5(-4DT) N39°04.70' W84°12.61'

CINCINNATI

843 B S4 FUEL 100LL, JET A TPA—1843(1000) NOTAM FILE DAY

L-27E

RWY 04-22: H3566X75 (ASPH) MIRL 0.9% up SW

IAP

RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396'. Road.

RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.

AIRPORT REMARKS: Attended Mon—Thu 1400Z±—dusk, Fri—Sat 1400—2200Z±, Sun 1600Z±—dusk. Deer and other animals on and in/ovf arpt. ACTIVATE MIRL Rwy 04-22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ CINCINNATI APP/DEP CON 121.0 CLNC DEL 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97' W84°18.64' 014° 26.1 NM to fld. 810/4W.

SPORTYS NDB (MHW) 245 PWF N39°04.06' W84°12.92' at fld. NOTAM FILE DAY.

NDB unusable byd 15 NM.

BEACH CITY (2D7) 1 E UTC-5(-4DT) N40°38.80' W81°33.37'

DETROIT

984 B TPA—1800(816) NOTAM FILE CLE

L-29B

RWY 10-28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E

IAP

RWY 10: REIL. VASI(V2L). Thld dsplcd 425'. P-line.

RWY 28: REIL. VASI(V2R). Thld dsplcd 734'. P-line.

AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10-28 NSTD LIRL; dsplcd thlds unlighted.

ACTIVATE NSTD LIRL Rwy 10-28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10-28 dsplcd thld marked with thld lgt on 1' day glo red containers. Rwy 10-28 numbers incorrect.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ AKRON—CANTON APP/DEP CON 125.5 (1100-0500Z±)

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 359° 25.3 NM to fld.

1180/7W. HIWAS.

BELLAIRE N40°01.02' W80°49.04' NOTAM FILE CLE.

DETROIT

(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W.

H-10G, L-29B

VOR portion unusable 329°—349° below 6000'.

RCO 122.1R 117.1T (CLEVELAND RADIO)

APP CRS 274°	Rwy Idg TDZE Apt Elev	4004 1312 1312
------------------------	-----------------------------	---

GPS RWY 27

BARNESVILLE-BRADFIELD (6G5)

▼
▲ NA Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct LORES WP and hold.

CLEVELAND CENTER
120.4 257.975

UNICOM
123.0 (CTAF)

NEWCOMERSTOWN
CTW

3400
117°
(24.4)

▲ 2349

LORES

094°
274°

1400

1587

▲ 1500 ±

▲ 1683

(FAF)
KRABB

274°
(5)

(IAF)
FAZIP

3000
184°
(5)

AVACA

3000
004°
(5)
(IAF)
EPNUH

ELEV 1312

Rwy 9 Idg 3704'

274° to
RW27
TDZE
1312

4004 X 65

BEALL

3000
031°
(9.5)

MSA RW27 25 NM

3400

3000

LORES

AVACA

3000

Procedure
Turn NA

KRABB

274°
2900

RW27

5 NM

5 NM

CATEGORY

A

B

C

D

S-27

1840-1 528 (600-1)

NA

CIRCLING

1880-1 568 (600-1)

NA

MIRL Rwy 9-27
REIL Rwy 27

VOR/DME AIR 117.1 Chan 118	APP CRS 274°	Rwy Idg 4004 TDZE 1312 Apt Elev 1312
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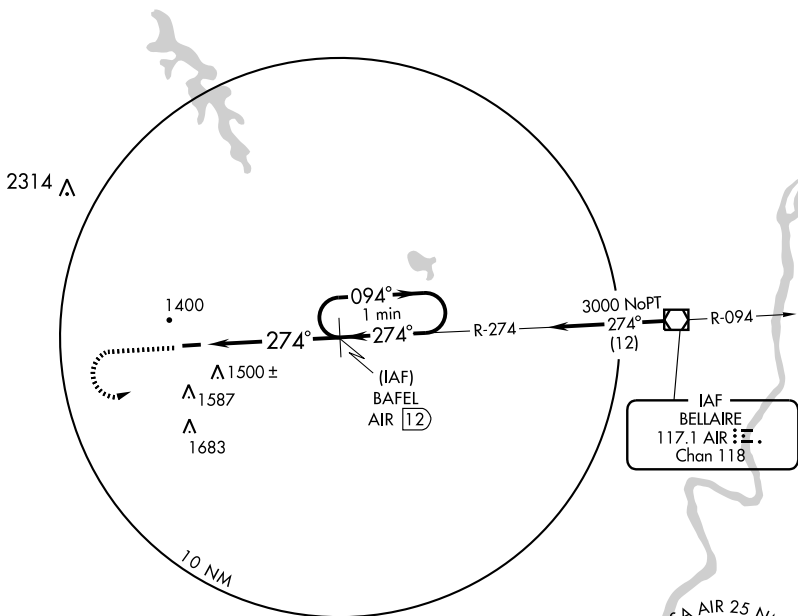
VOR/DME RWY 27
BARNESVILLE-BRADFIELD (6G5)

T Use Wheeling, WV altimeter setting.

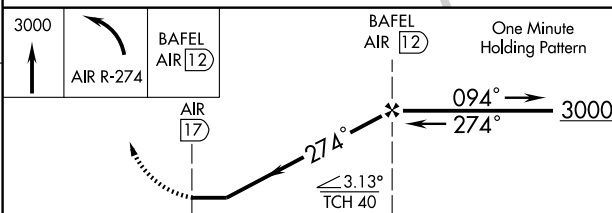
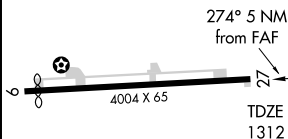
MISSED APPROACH: Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.

CLEVELAND CENTER
120.4 257.975

UNICOM
123.0 (CTAF) **L**



ELEV 1312



CATEGORY	A	B	C	D
S-27	1880-1	568 (600-1)	NA	
CIRCLING	1880-1	568 (600-1)	NA	

BARNESVILLE, OHIO
Orig-B 26AUG10

40°00'N - 81°12'W

BARNESVILLE-BRADFIELD (6G5)
VOR/DME RWY 27

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

BARNESVILLE—BRADFIELD (6G5) 1 NW UTC-5(-4DT) N40°00.15' W81°11.51'

DETROIT

1312 B S4 FUEL 100LL, JET A NOTAM FILE CLE

L-29B

RWY 09-27: H4004X65 (ASPH) S-30 MIRL

IAP

RWY 09: Thld dsplcd 299'. Road. RWY 27: REIL. Trees.

AIRPORT REMARKS: Attended daltg hrs. Deer and other wildlife on and in/ovf arpt. ACTIVATE rotating bcn, MIRL Rwy 09-27 and REIL Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

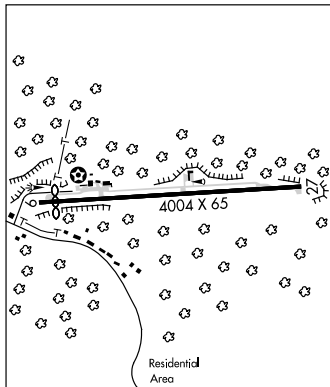
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)

CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02'

W80°49.04' 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC-5(-4DT) N39°04.70' W84°12.61'

CINCINNATI

843 B S4 FUEL 100LL, JET A TPA—1843(1000) NOTAM FILE DAY

L-27E

RWY 04-22: H3566X75 (ASPH) MIRL 0.9% up SW

IAP

RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396'. Road.

RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.

AIRPORT REMARKS: Attended Mon—Thu 1400Z±—dusk, Fri—Sat 1400—2200Z±, Sun 1600Z±—dusk. Deer and other animals on and in/ovf arpt. ACTIVATE MIRL Rwy 04-22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ CINCINNATI APP/DEP CON 121.0 CLNC DEL 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97' W84°18.64' 014° 26.1 NM to fld. 810/4W.

SPORTYS NDB (MHW) 245 PWF N39°04.06' W84°12.92' at fld. NOTAM FILE DAY.

NDB unusable byd 15 NM.

BEACH CITY (2D7) 1 E UTC-5(-4DT) N40°38.80' W81°33.37'

DETROIT

984 B TPA—1800(816) NOTAM FILE CLE

L-29B

RWY 10-28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E

IAP

RWY 10: REIL. VASI(V2L). Thld dsplcd 425'. P-line.

RWY 28: REIL. VASI(V2R). Thld dsplcd 734'. P-line.

AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10-28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10-28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10-28 dsplcd thld marked with thld lgtg on 1' day glo red containers. Rwy 10-28 numbers incorrect.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ AKRON—CANTON APP/DEP CON 125.5 (1100-0500Z±)

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 359° 25.3 NM to fld.

1180/7W. HIWAS.

BELLAIRE N40°01.02' W80°49.04' NOTAM FILE CLE.

DETROIT

(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W.

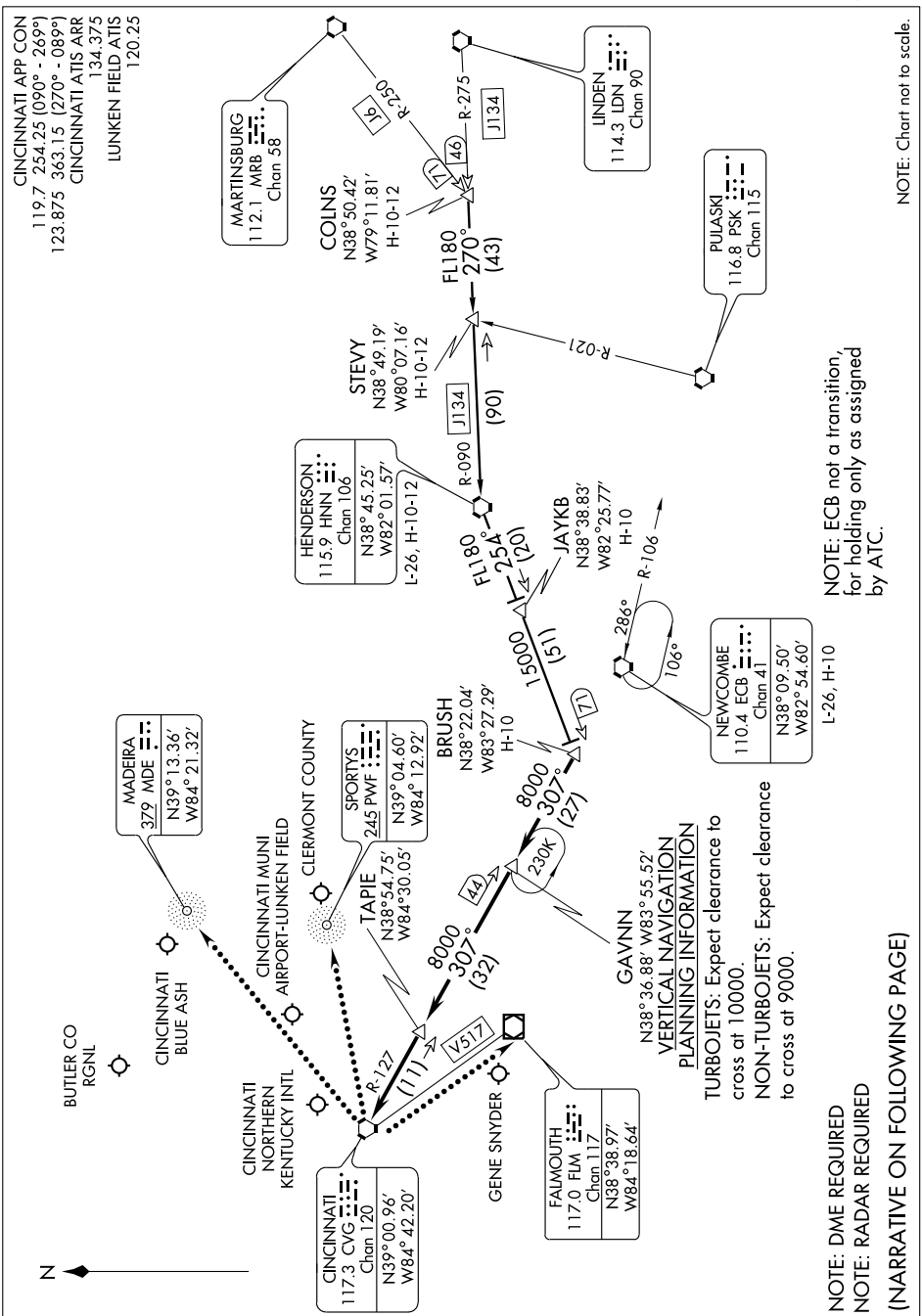
H-10G, L-29B

VOR portion unusable 329°—349° below 6000'.

RCO 122.1R 117.1T (CLEVELAND RADIO)

BRUSH ONE ARRIVAL

SE-1, 26 AUG 2010 to 23 SEP 2010



BRUSH ONE ARRIVAL

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

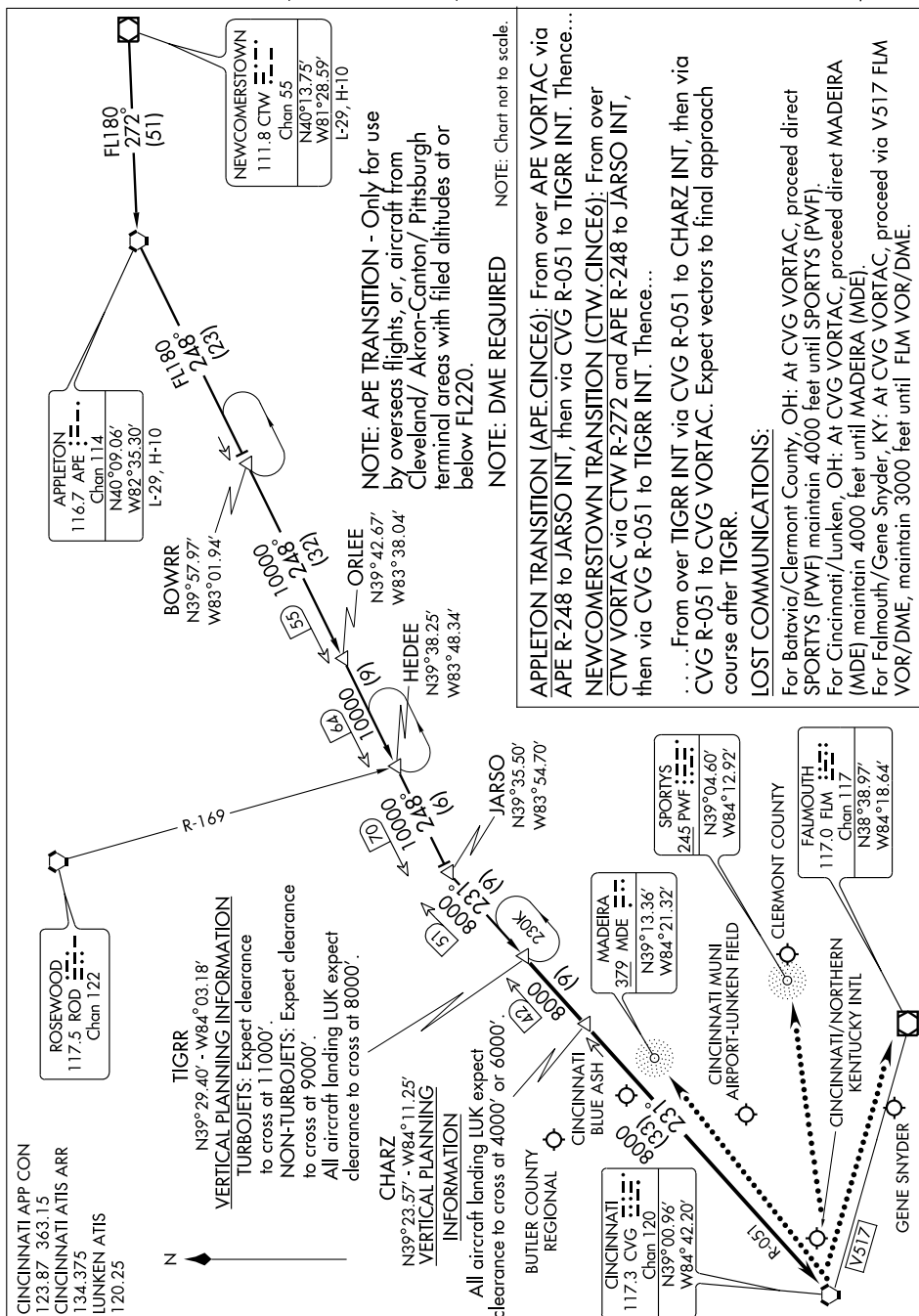
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

SE-1, 26 AUG 2010 to 23 SEP 2010



CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

(GENUS.GENUS1) 08157
GENUS ONE ARRIVAL

ST-83 (FAA)

CINCINNATI, OHIO

CINCINNATI APP CON
119.7 363.15
LUNKEN FIELD ATIS
120.25
LUNKEN TOWER
118.7 257.8

BUTLER COUNTY
RGNL

CINCINNATI
BLUE ASH

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT
COUNTY

CINCINNATI
117.3 CVG
Chan 120

GENE SNYDER

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

LOUISVILLE
114.8 IUU
Chan 95
N38°06.21' - W85°34.65'
L-26-27, H-5-10

MAA FL 180
10000
073°
(50)

GENUS
N38°19.85'
W84°33.11'

LEXINGTON
112.6 HYK
Chan 73

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

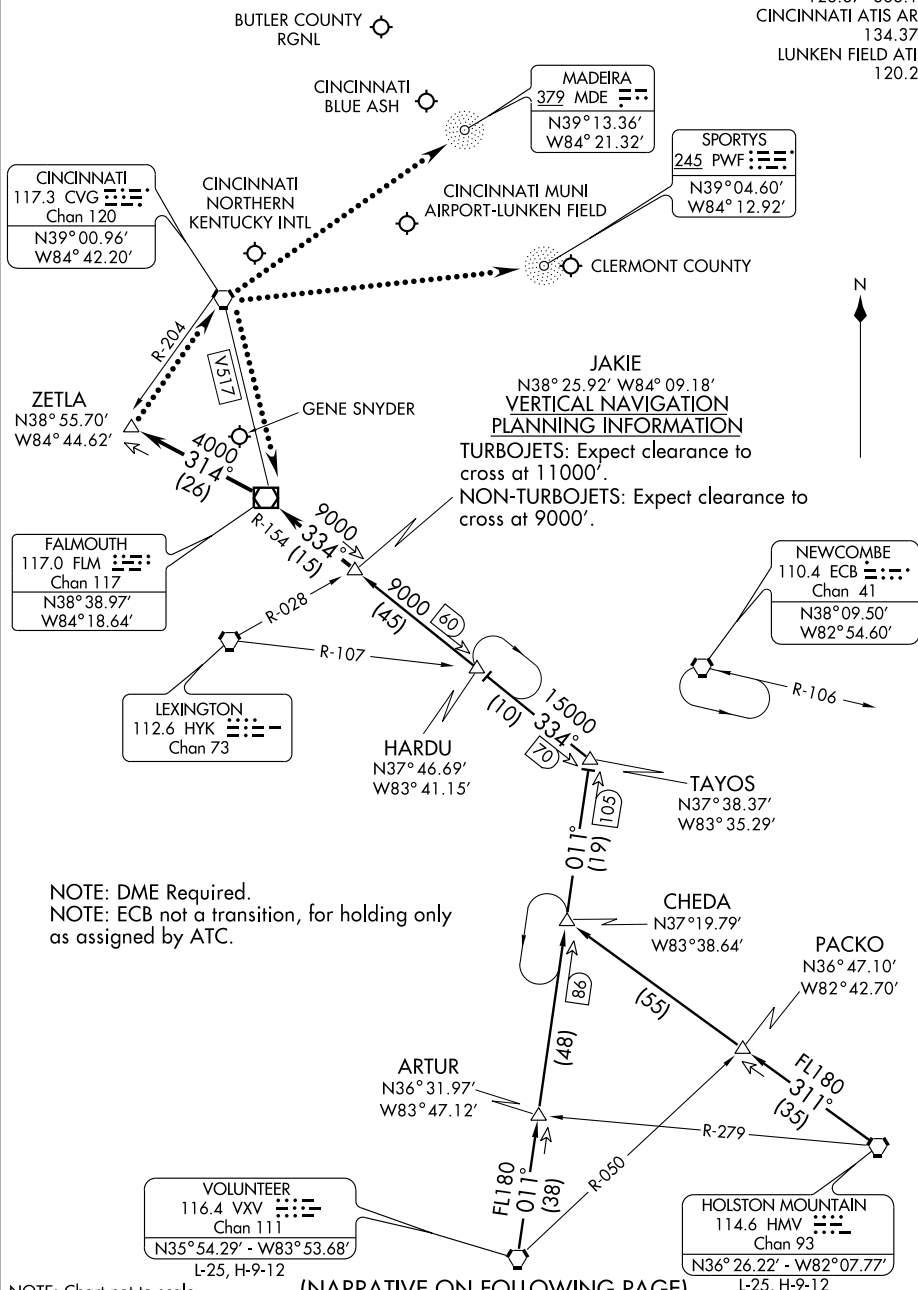
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

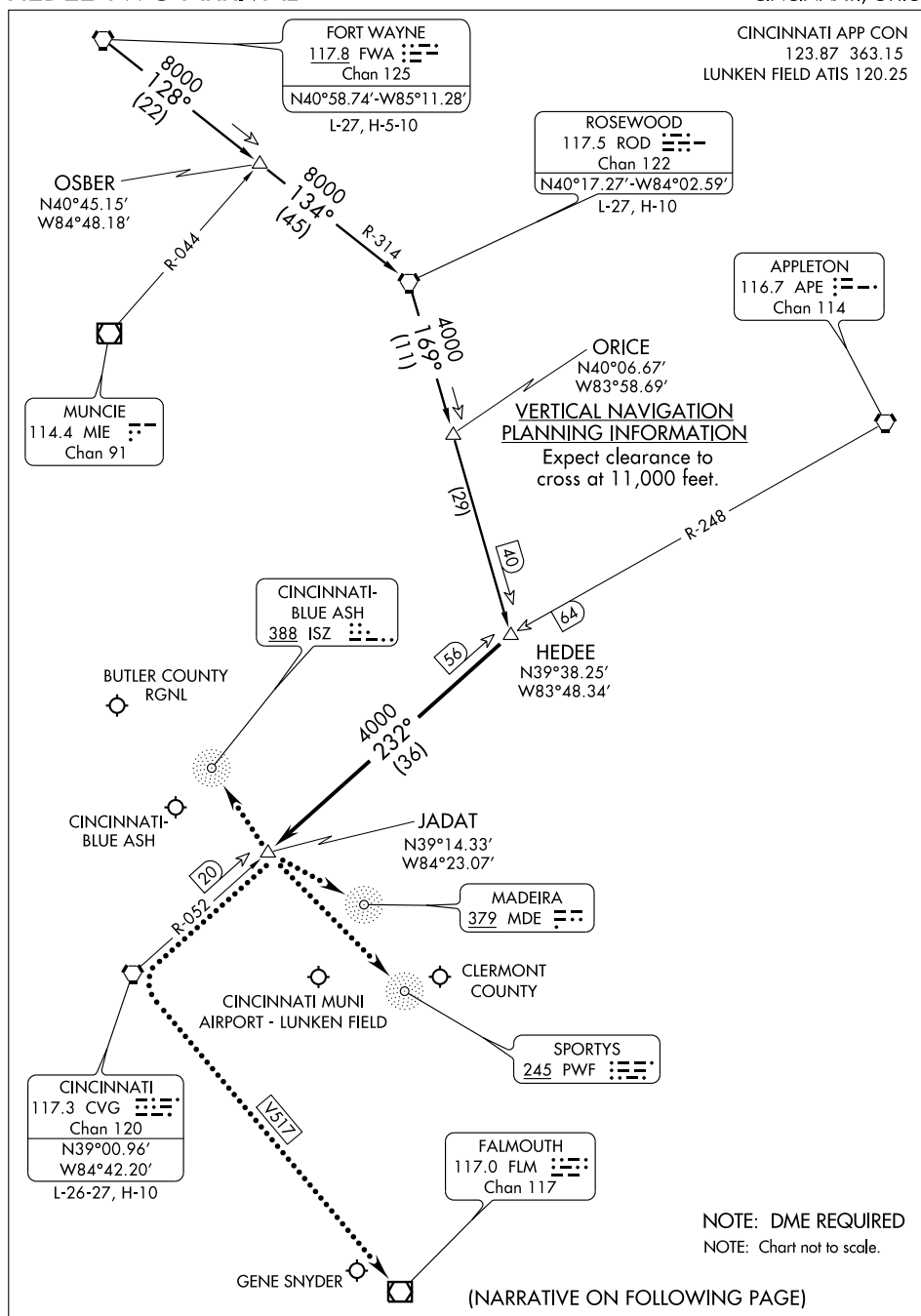
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

NDB PWF	APP CRS	Rwy Idg	3566
<u>245</u>	228°	TDZE	841
		Apt Elev	844

NDB RWY 22

BATAVIA / CLERMONT COUNTY (I69)

NA Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

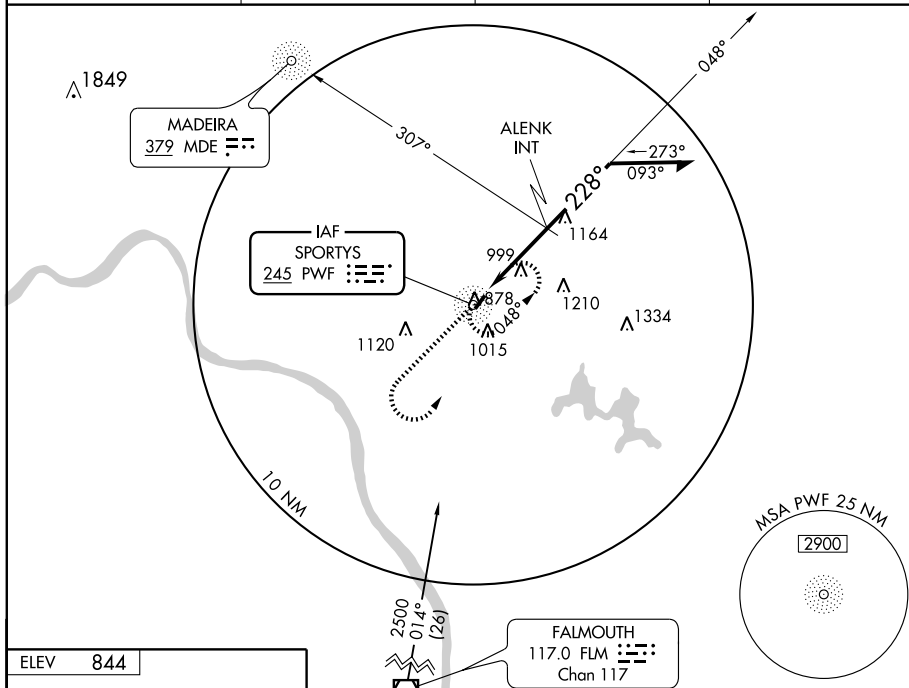
MISSED APPROACH: Climb to 2500 then left turn direct PWF NDB and hold.

CINCINNATI-BLUE ASH
AWOS-3
118.475

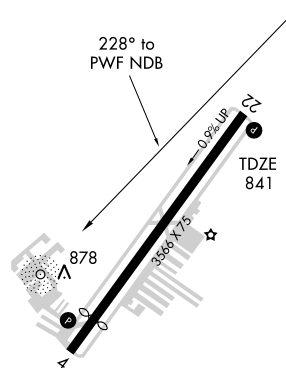
CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

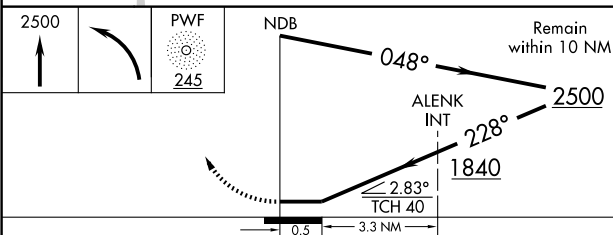
UNICOM
122.975 (CTAF) **L**



ELEV 844



MIRL Rwy 4-22 **L**
REIL Rwy 4 and 22 **L**



CATEGORY	A	B	C	D
S-22	1840-1¼ 999 (1000-1¼)	1840-1½ 999 (1000-1½)	1840-3 999 (1000-3)	NA
CIRCLING	1840-1¼ 996 (1000-1¼)	1840-1½ 996 (1000-1½)	1840-3 996 (1000-3)	NA
ALENK FIX MINIMUMS (DUAL ADF REQUIRED)				
S-22	1340-1 499 (500-1)	1340-1¼ 499 (500-1¼)		NA
CIRCLING	1360-1 516 (600-1)	1360-1½ 516 (600-1½)		NA

APP CRS	Rwy Idg	3170
040°	TDZE	841
	Apt Elev	844

RNAV (GPS) RWY 4

BATAVIA / CLERMONT COUNTY (I69)

A NA DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

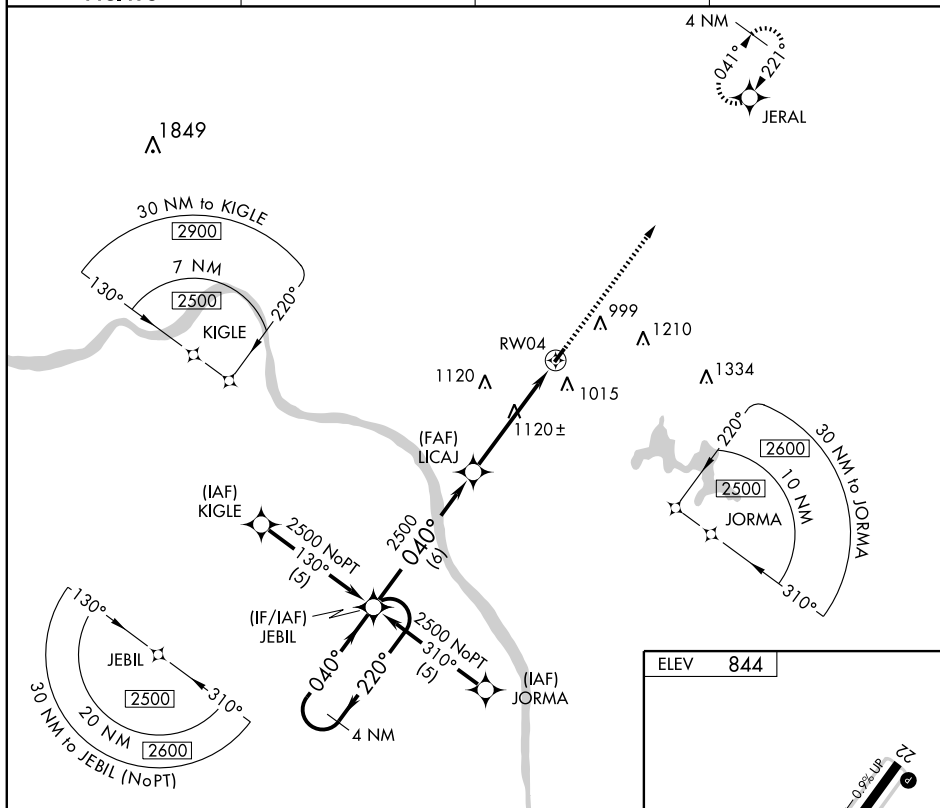
MISSED APPROACH: Climb to 2500 direct JERAL and hold.

CINCINNATI-BLUE ASH
AWOS-3
118.475

CINCINNATI APP CON
121-0 257-725

CLNC DEL
124.9

UNICOM
122.975 (CTAF) 



4 NM
Holding Pc

JEBIL

LICAJ

250

JERAL

$$\frac{2500}{040^\circ} \begin{matrix} \leftarrow 220^\circ \\ \rightarrow \end{matrix}$$

	C
--	---

0.500

RWO.

RWO.

VGSI and descent angles not coincident.

$3.05^\circ \searrow$
TCH 40

RWO.

RWO.

CATEGORY

A	B
---	---

C

D

INAY MDA

1.440.1 (10/700.1)

1460-1 $\frac{3}{4}$

DIA

519 (700-1 $\frac{3}{4}$)

MIRL Rwy 4-22 **L**
REIL Rwy 4 and 22 **L**

BATAVIA, OHIO
Orig 09127

39°05'N - 84°13'W

BATAVIA / CLERMONT COUNTY (I69)

RNAV (GPS) RWY 4

EC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3566
221°	TDZE	841
	Apt Elev	844

RNAV (GPS) RWY 22

BATAVIA / CLERMONT COUNTY (I69)

NA setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

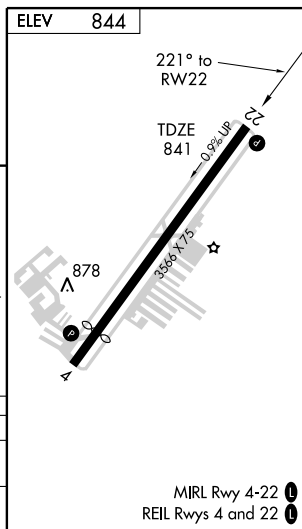
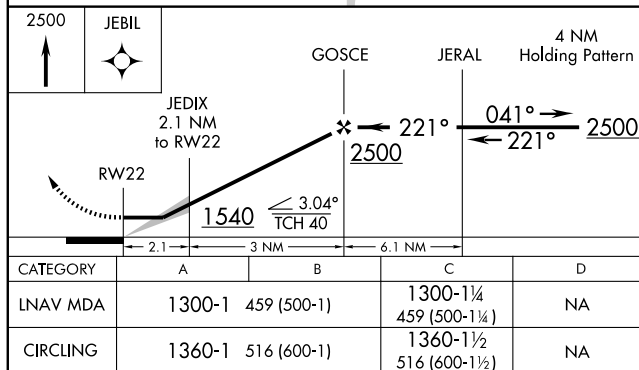
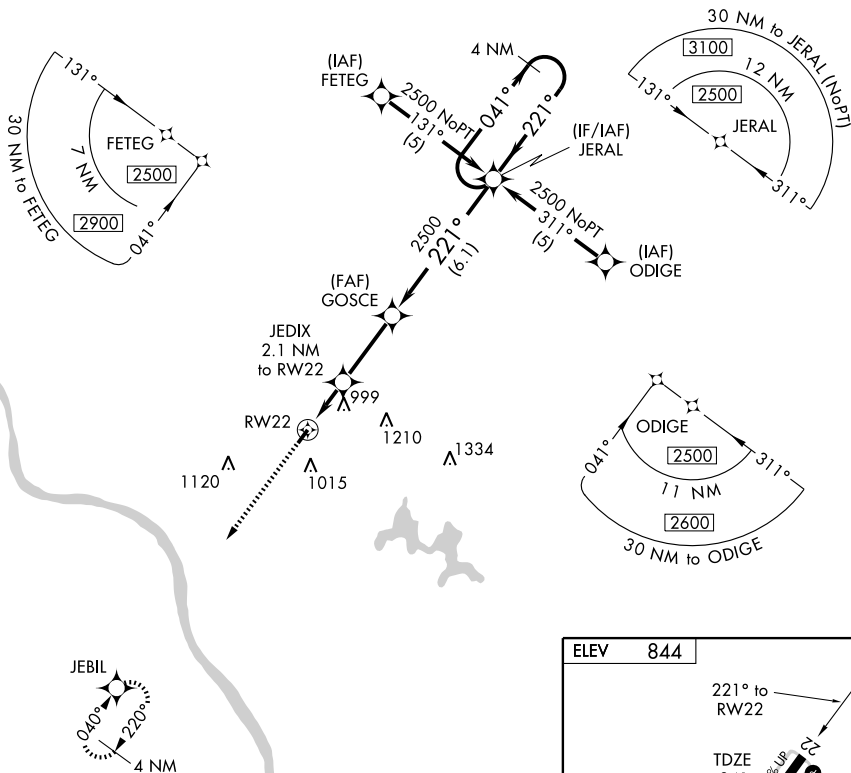
MISSED APPROACH: Climb to 2500 direct JEBIL and hold.

CINCINNATI-BLUE ASH
AWOS-3
118.475

CINCINNATI APP CON
121.0 257.725

CLNC DEL
124 9

UNICOM
122.975 (CTAF) 



BATAVIA, OHIO
Orig 09127

39°05'N - 84°13'W

BATAVIA / CLERMONT COUNTY (I69)
RNAV (GPS) RWY 22

EC-2. 26 AUG 2010 to 23 SEP 2010

VOR/DME FLM 117.0 Chan 117	APP CRS 014°	Rwy Idg TDZE Apt Elev N/A N/A 844
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VOR-B

BATAVIA / CLERMONT COUNTY (I69)

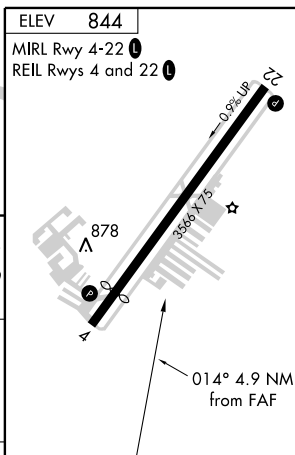
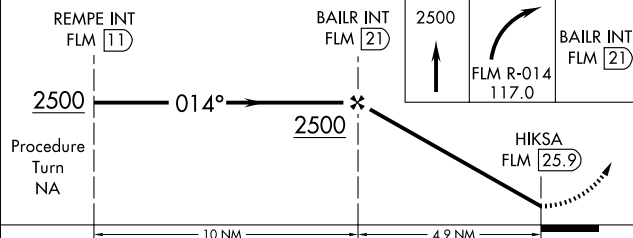
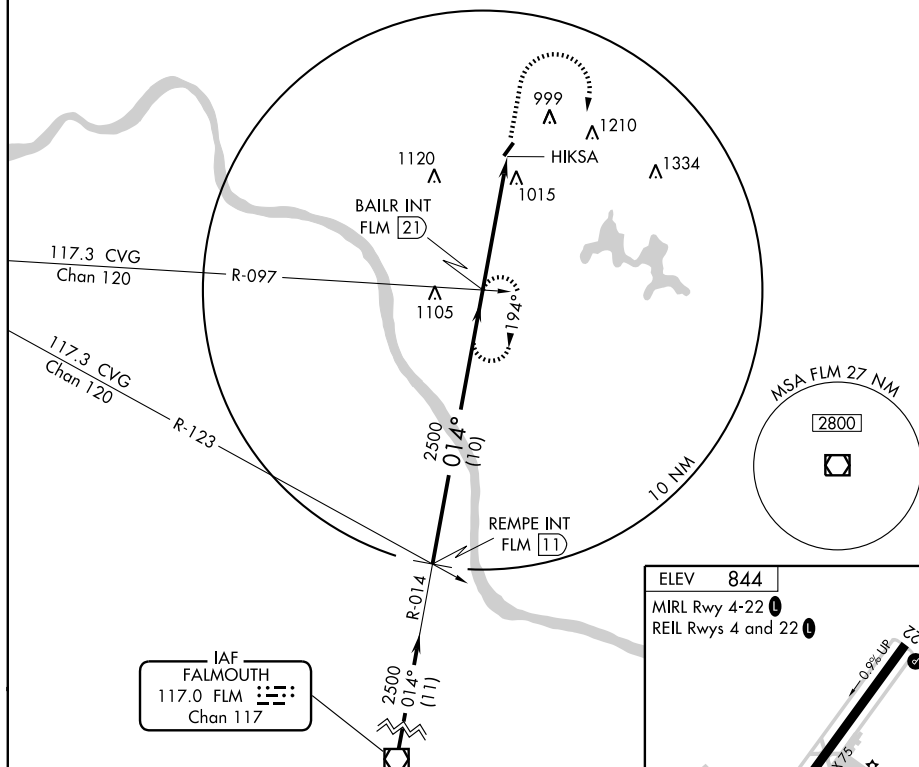
▲ NA Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDA's 40 feet.

CINCINNATI-BLUE ASH
AWOS-3
118.475

CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

UNICOM
122.975 (CTAF) **L**

^Δ1849

BATAVIA, OHIO

Amdt 7 09127

BATAVIA / CLERMONT COUNTY (I69)

39°05'N - 84°13'W

VOR-B

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

BARNESVILLE—BRADFIELD (6G5) 1 NW UTC-5(-4DT) N40°00.15' W81°11.51'

DETROIT

1312 B S4 FUEL 100LL, JET A NOTAM FILE CLE

L-29B

RWY 09-27: H4004X65 (ASPH) S-30 MIRL

IAP

RWY 09: Thld dsplcd 299'. Road. RWY 27: REIL. Trees.

AIRPORT REMARKS: Attended daltg hrs. Deer and other wildlife on and in/ovf arpt. ACTIVATE rotating bcn, MIRL Rwy 09-27 and REIL Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

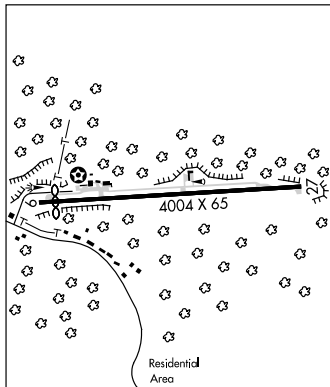
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)

CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02'

W80°49.04' 274° 17.3 NM to fld. 1290/7W.

**BATAVIA****CLERMONT CO** (I69) 2 W UTC-5(-4DT) N39°04.70' W84°12.61'

CINCINNATI

843 B S4 FUEL 100LL, JET A TPA—1843(1000) NOTAM FILE DAY

L-27E

RWY 04-22: H3566X75 (ASPH) MIRL 0.9% up SW

IAP

RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396'. Road.

RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.

AIRPORT REMARKS: Attended Mon—Thu 1400Z±—dusk, Fri—Sat 1400—2200Z±, Sun 1600Z±—dusk. Deer and other animals on and in/ovf arpt. ACTIVATE MIRL Rwy 04-22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.

COMMUNICATIONS: CTAF/UNICOM 122.975

① CINCINNATI APP/DEP CON 121.0 CLNC DEL 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97' W84°18.64' 014° 26.1 NM to fld. 810/4W.

SPORTYS NDB (MHW) 245 PWF N39°04.06' W84°12.92' at fld. NOTAM FILE DAY.

NDB unusable byd 15 NM.

BEACH CITY (2D7) 1 E UTC-5(-4DT) N40°38.80' W81°33.37'

DETROIT

984 B TPA—1800(816) NOTAM FILE CLE

L-29B

RWY 10-28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E

IAP

RWY 10: REIL. VASI(V2L). Thld dsplcd 425'. P-line.

RWY 28: REIL. VASI(V2R). Thld dsplcd 734'. P-line.

AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10-28 NSTD LIRL; dsplcd thlds unlighted.

ACTIVATE NSTD LIRL Rwy 10-28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10-28 dsplcd thld marked with thld lgtg on 1' day glo red containers. Rwy 10-28 numbers incorrect.

COMMUNICATIONS: CTAF/UNICOM 122.8

① AKRON—CANTON APP/DEP CON 125.5 (1100-0500Z±)

① CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 359° 25.3 NM to fld.

1180/7W. HIWAS.

BELLAIRE N40°01.02' W80°49.04' NOTAM FILE CLE.

DETROIT

(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W.

H-10G, L-29B

VOR portion unusable 329°-349° below 6000'.

RCO 122.1R 117.1T (CLEVELAND RADIO)

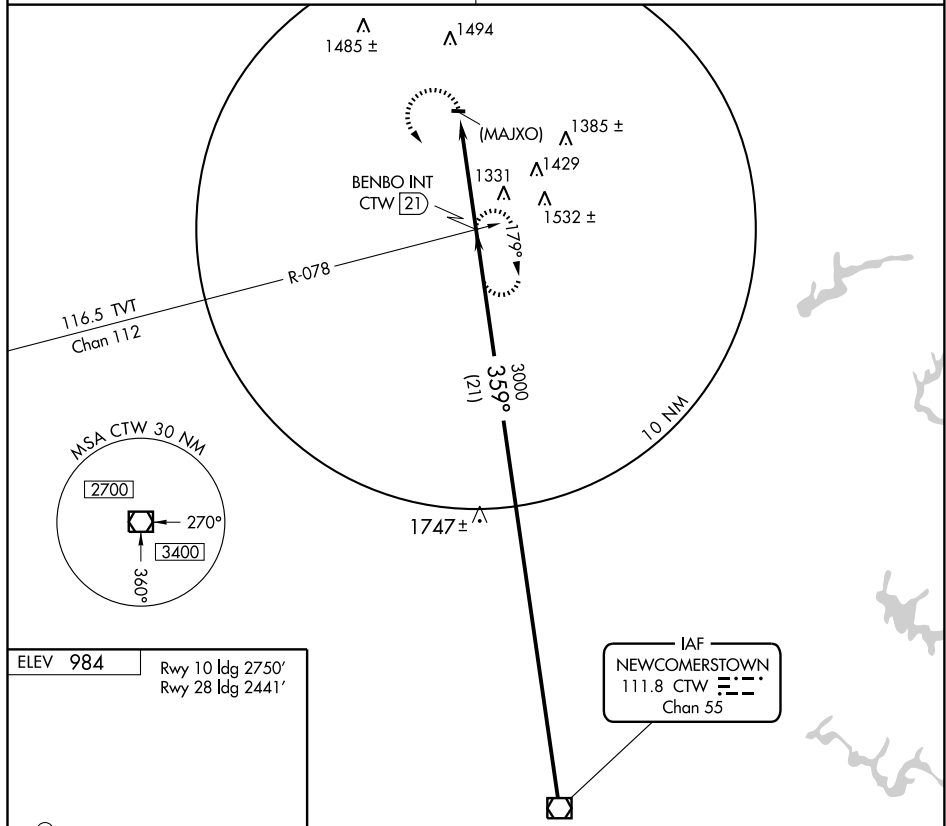
VOR/DME CTW 111.8 Chan 55	APP CRS 359°	Rwy ldg TDZE Apt Elev	N/A N/A 984
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VOR or GPS-A

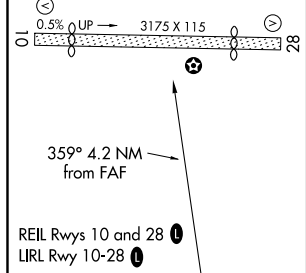
BEACH CITY (2D7)

NA Use Akron-Canton altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via CTW R-359 to BENBO Int/CTW 21 DME and hold.
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AKRON-CANTON APP CON ★ 125.5 371.875	UNICOM 122.8 (CTAF) 122.85 0
--	--



ELEV 984	Rwy 10 ldg 2750' Rwy 28 ldg 2441'
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FAF to MAP 4.2 NM	60	90	120	150	180
Knots	4:12	2:48	2:06	1:41	1:24
Min:Sec					

3000 CTW R-359 111.8	BENBO INT CTW 21	BENBO INT CTW 21	VOR/DME 3000	Procedure Turn NA
4.2 NM		21 NM		
CATEGORY	A	B	C	D
CIRCLING	1720-1 736 (800-1)	NA		

APP CRS	Rwy Idg	4999
074°	TDZE	1113
	Apt Elev	1123

RNAV (GPS) RWY 7

BELLEFONTAINE RGNL (E/DJ)

▼ Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Dayton Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

▲ NA

MISSED APPROACH: Climbing left turn to 3000 direct BUTYN WP and hold.

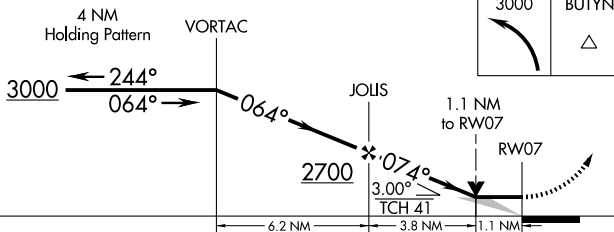
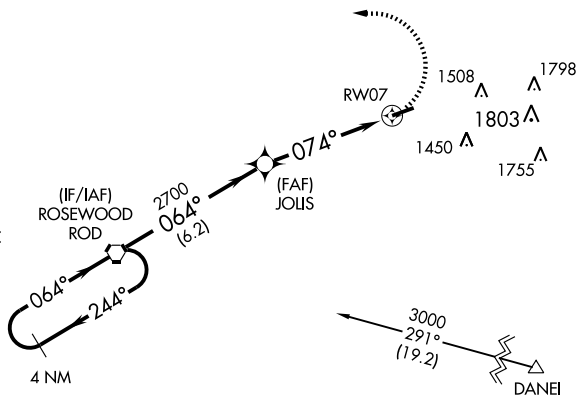
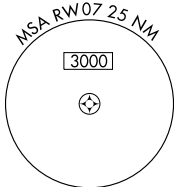
AWOS-3
118.075

DAYTON APP CON
118.425 294.5

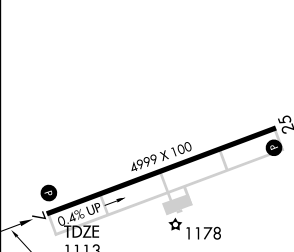
UNICOM
122.8 (CTAF) ①



NoPT for arrivals on ROD VORTAC
airway radials 154 CW 334.



ELEV 1123



CATEGORY	A	B	C	D
LNAV MDA	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1580-1 467 (500-1)			1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)

MIRL Rwy 7-25 ①
REIL Rwy 7 and 25 ①

APP CRS	Rwy Idg	4999
254°	TDZE	1123
	Apt Elev	1123

RNAV (GPS) RWY 25

BELLEVILLE RGNL (E.DJ)

▼ Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

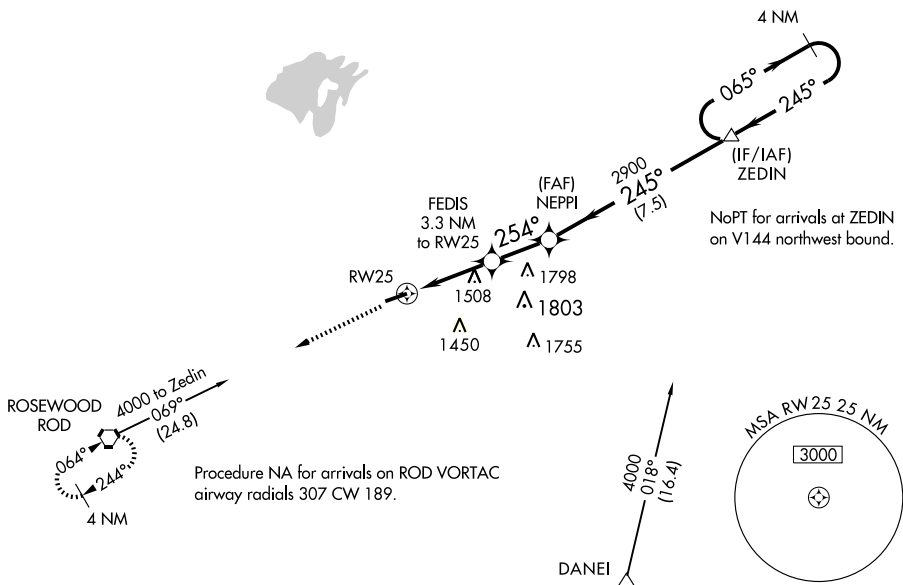
▲ NA

MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

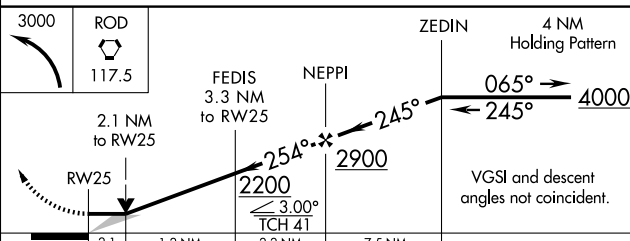
AWOS-3
118.075

DAYTON APP CON
118.425 294.5

UNICOM
122.8 (CTAF) 0



ELEV **1123**



CATEGORY	A	B	C	D
LNAV MDA	1820-1 697 (700-1)	1820-2 697 (700-2)	1820-2 697 (700-2)	1820-2 697 (700-2)
CIRCLING	1820-1 697 (700-1)	1820-2 697 (700-2)	1820-2 697 (700-2)	1820-2 697 (700-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1 797 (800-1)	1920-1 797 (800-1)	1920-2 797 (800-2)	1920-2 797 (800-2)
CIRCLING	1920-1 797 (800-1)	1920-1 797 (800-1)	1920-2 797 (800-2)	1920-2 797 (800-2)

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

VORTAC ROD 117.5 Chan 122	APP CRS 068°	Rwy Idg TDZE Apt Elev 4999 1113 1123
---	------------------------	--

VOR/DME RWY 7

BELLEFONTAINE RGNL (E'DJ)



NA

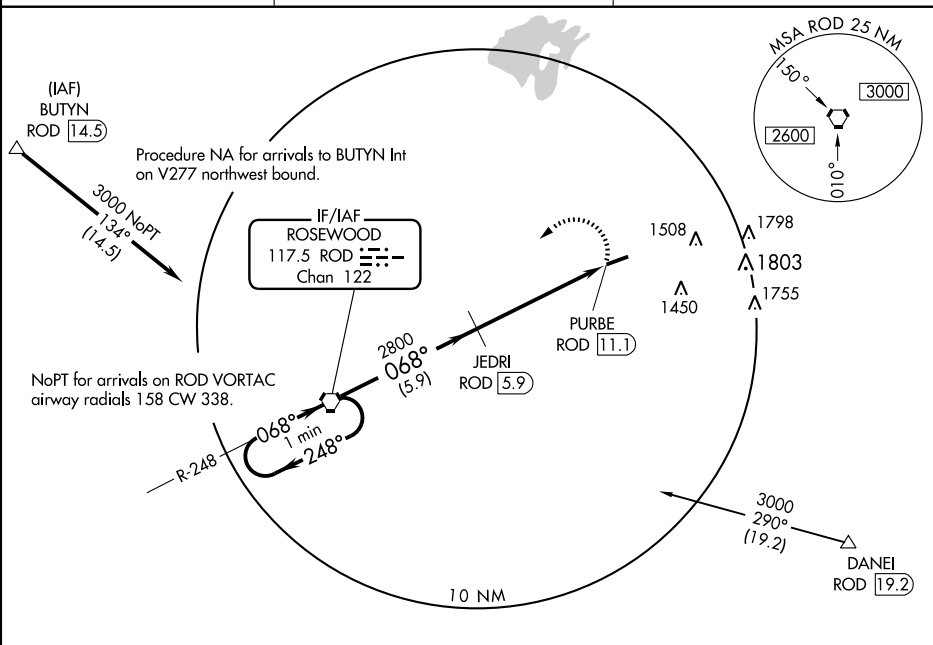
Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3
118.075

DAYTON APP CON
118.425 294.5

UNICOM
122.8 (CTAF) 0



One Minute
Holding Pattern

VORTAC

3000



ROD
117.5

3000 ← 248°
068° →

VDP NA with James M. Cox
Dayton Intl. altimeter setting.

JEDRI
ROD 5.9
2800

ROD 10

PURBE
ROD 11.1

3.00°
TCH 41

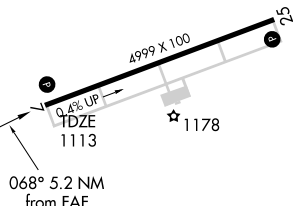
5.9 NM 4.1 NM 1.1 NM

CATEGORY	A	B	C	D
S-7	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)

JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS

S-7	1580-1 467 (500-1)	1580-1¼ 467 (500-1¼)	1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1820-2¼ 697 (700-2¼)

ELEV 1123



MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

VORTAC ROD
117.5
Chan 122

APP CRS
249°

Rwy Idg
TDZE
Apt Elev

4999
1123
1123

VOR/DME RWY 25
BELLEFONTAINE RGNL (E.DJ)



NA

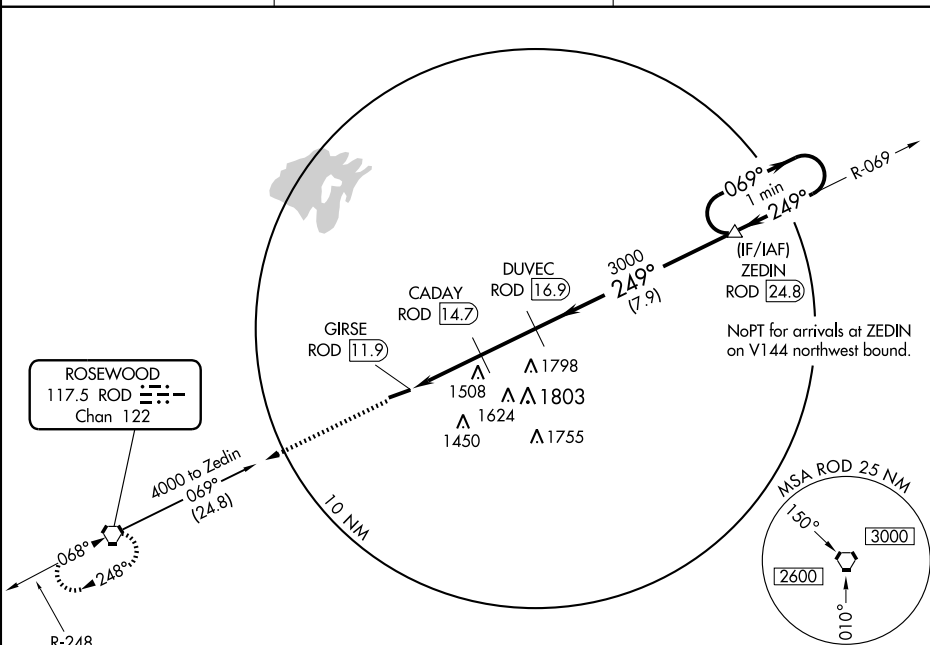
Obtain local altimeter on CTAF; when not received
use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000
direct ROD VORTAC and hold.

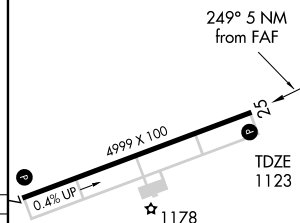
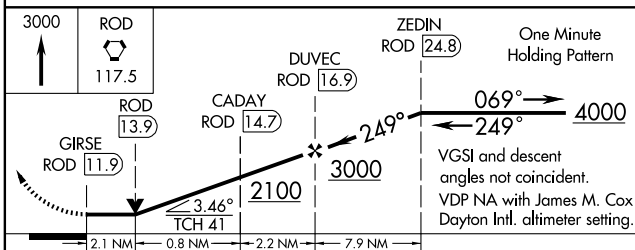
AWOS-3
118.075

DAYTON APP CON
118.425 294.5

UNICOM
122.8 (CTAF) 0



ELEV 1123



CATEGORY	A	B	C	D
S-25	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2 1/4 697 (700-2 1/4)
CIRCLING	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2 1/4 697 (700-2 1/4)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-25	1920-1 797 (800-1)	1920-1 1/4 797 (800-1 1/4)	1920-2 1/4 797 (800-2 1/4)	1920-2 1/2 797 (800-2 1/2)
CIRCLING	1920-1 797 (800-1)	1920-1 1/4 797 (800-1 1/4)	1920-2 1/4 797 (800-2 1/4)	1920-2 1/2 797 (800-2 1/2)

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

BELLEFONTAINE RGNL (EDJ) 3 W UTC-5(-4DT) N40°22.34' W83°49.16' **DETROIT**
 1122 B S2 FUEL 100LL, JET A1+ NOTAM FILE DAY **L-27E**
RWY 07-25: H4999X100 (ASPH) MIRL 0.4% up NE **IAP**
RWY 07: REIL: PAPI(P4L)—GA 3.0° TCH 40'. P-line. **RWY 25:** REIL: PAPI(P4L)—GA 4.0° TCH 57'. Fence.
AIRPORT REMARKS: Attended Mon-Fri 1300Z±-dusk, Sat-Sun 1300-2200Z±. ACTIVATE MIRL Rwy 07-25, PAPI Rws
 07, 25 and REIL Rws 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS-3 118.075 (937) 599-4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
 Ⓡ **DAYTON APP/DEP CON** 118.425 (360°-090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 069° 11.5 NM to fld.
 1080/5W.
NDB (MHW) 242 EDJ N40°22.26' W83°48.83' at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS-3 visibility and precipitation unreliable.

BENTON RIDGE	N41°01.27' W83°40.15'	NOTAM FILE FDY.	DETROIT
NDB (MHW) 334	BNR	at Findlay. Unmonitored.	L-28J

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC-5(-4DT) N40°53.13' W83°52.12'	DETROIT
851 B S3 FUEL 100LL, JET A TPA-1851(1000) NOTAM FILE CLE	L-27E
RWY 05-23: H4126X75 (ASPH) S-12.5 MIRL	IAP
RWY 05: Trees. RWY 23: REIL. PAPI(P4L). Trees.	
AIRPORT REMARKS: Attended 1300-2300Z†. PAEW 1300-2200Z† Mon-Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05-23 and PAPI Rwy 23 REIL Rwy 23-CTAF.	
COMMUNICATIONS: CTAF/UNICOM 122.8	
Ⓡ TOLEDO APP/DEP CON 120.8	
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.	
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 233° 6.6 NM to fld. 820/2W.	
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.	

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN	N39°49.16' W83°12.29'	NOTAM FILE DAY.	CINCINNATI
NDB (MHW/LOM)	230 BU	038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd.	L-29A
NDB unusable 355°-010° beyond 15 NM.			

BOWLING GREEN

BORDNER (3D8) 4 SW UTC-5(-4DT) N41°20.16' W83°43.39' **DETROIT**
 690 NOTAM FILE CLE
RWY 09-27: 2703X30 (TURF) S-5 LIRL
RWY 09: P-line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09-27 call 419-352-5200.
COMMUNICATIONS: **CTAF** 122.9

WOOD CO (1G0) 1 NE UTC-5(-4DT) N41°23.46' W83°37.81' **DETROIT**
 673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE **L-2B**
Rwy 10-28: H4199X75 (ASPH) MIRL **IAP**
Rwy 10: REIL. PAPI(P4L). **Rwy 28:** REIL. PAPI(P4L). Rgt tfc.
Rwy 18-36: H2628X50 (ASPH) MIRL
Rwy 18: REIL. PAPI(P4L). **Rwy 36:** Thld dspcd 57'. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov-Apr 1300-2300Z‡, May-Oct 1300-0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160' AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. **ACTIVATE** MIRL Rwy 10-28 and Rwy 18-36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS-3 120.725 (419) 354-1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
 Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

APP CRS
237°

Rwy Idg	4126
TDZE	850
Apt Elev	851

RNAV (GPS) RWY 23

BLUFFTON (5G7)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Findlay
altimeter setting; when not received use Lima Allen County altimeter setting
A NA and increase all MDA 20 feet and Circling Cat D visibility $\frac{1}{4}$ mile.

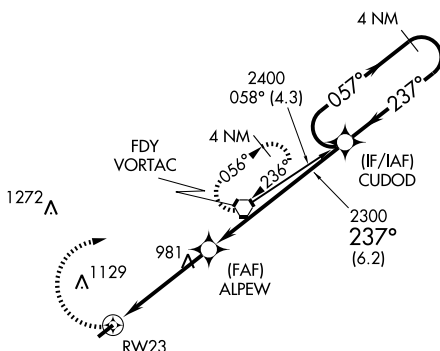
MISSED APPROACH: Climbing right turn to 2500 direct FDY VORTAC and hold.

FINDLAY ASOS
124.425

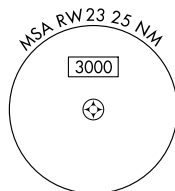
TOLEDO APP CON
120.8 317.55

UNICOM
122.8 (CTAF) **L**

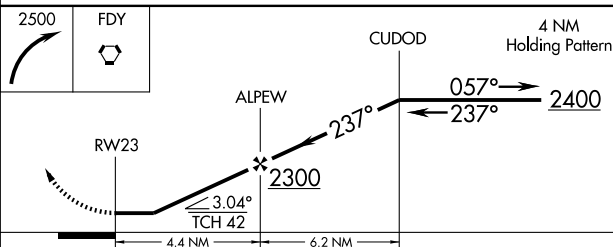
1817



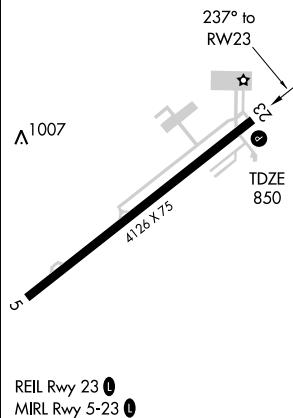
Procedure NA for arrivals on FDY
VORTAC airway radials 012 CW 097.



ELEV 851



CATEGORY	A	B	C	D
LNAV MDA	1280-1	430 (500-1)	1280-1½ 430 (500-1½)	1280-1½ 430 (500-1½)
CIRCLING	1340-1	489 (500-1)	1340-1½ 489 (500-1½)	1520-2 669 (700-2)



BLUFFTON, OHIO
Orig 09183

40°53'N - 83°52'W

BLUFFTON (5G7)

RNAV (GPS) RWY 23

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

VORTAC FDY	APP CRS	Rwy Idg	4126
108.2	233°	TDZE	850
Chan 19		Apt Elev	851

VOR RWY 23
BLUFFTON (5G7)



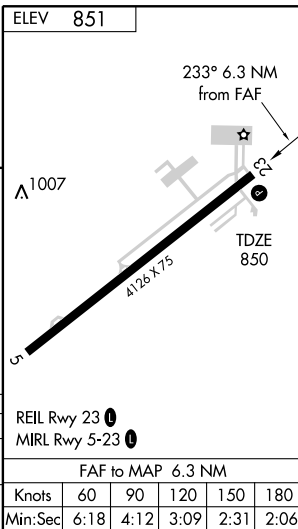
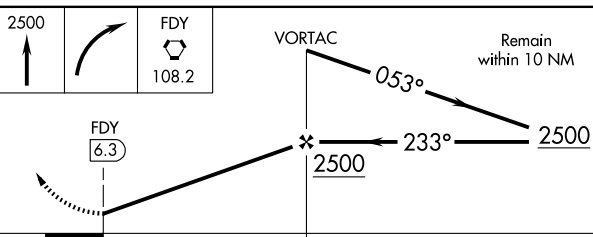
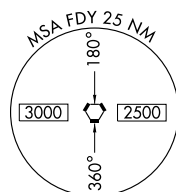
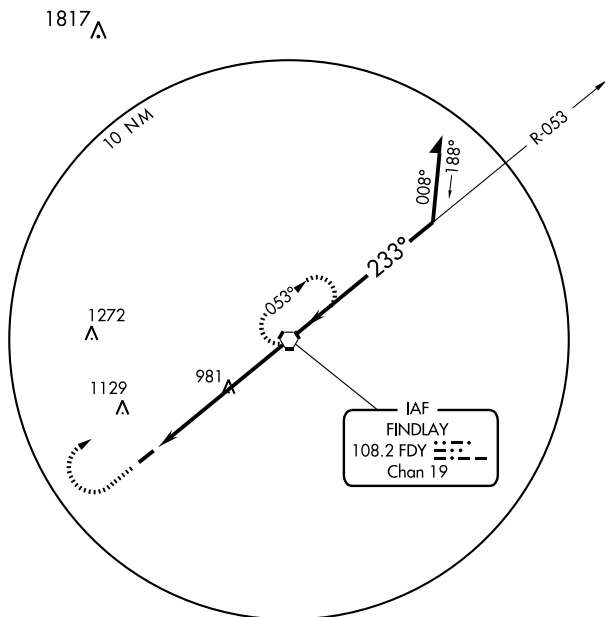
Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received, use Lima Allen County altimeter setting and increase all MDA 20 feet, and Circling Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2500 the right turn direct FDY VORTAC and hold.

FINDLAY ASOS
124.425

TOLEDO APP CON
120.8 317.55

UNICOM
122.8 (CTAF) **L**



BLUFFTON, OHIO
Amdt 7 09183

40°53'N - 83°52'W

BLUFFTON (5G7)
VOR RWY 23

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 62803 W10A	APP CRS 096°	Rwy Idg TDZE Apt Elev	4199 673 673
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RNAV (GPS) RWY 10

BOWLING GREEN / WOOD COUNTY (1G0)

▼ If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.
 ▲ NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 direct MELIS and hold.

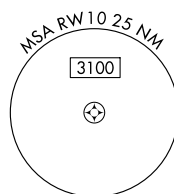
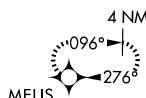
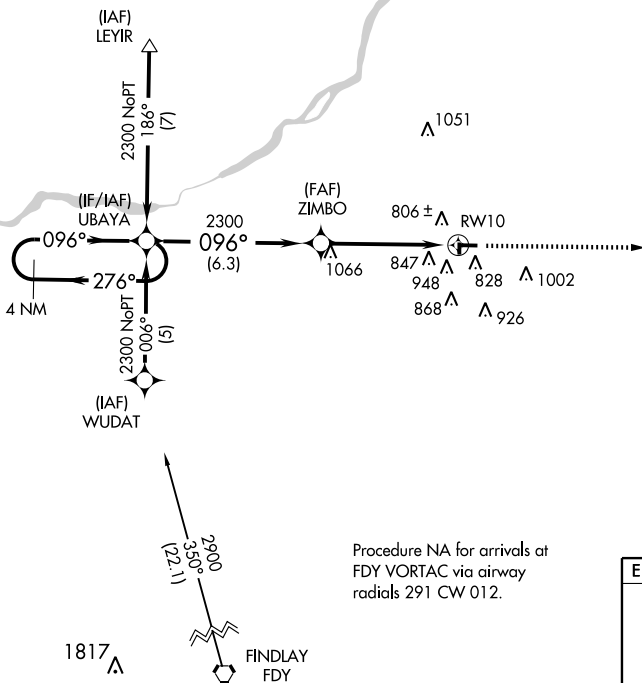
AWOS-3
120.725

TOLEDO APP CON
126.1 317.55

CLNC DEL
125.6

UNICOM
122.8 (CTAF) 0

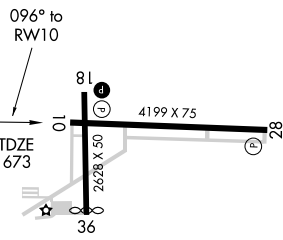
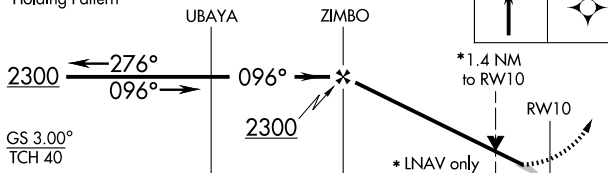
Procedure NA for arrivals at LEYIR via V6 westbound.



ELEV 673

Rwy 36 Idg 2571'

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	926-1 253 (300-1)			
LNAV MDA	1160-1 487 (500-1)	1160-1½ 487 (500-1½)	1160-1½ 487 (500-1½)	
CIRCLING	1300-1 627 (700-1)	1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)	

REIL Rwy 10, 18 and 28
MRL Rwy 10-28 and 18-36

BOWLING GREEN, OHIO

Orig-A 09239

BOWLING GREEN / WOOD COUNTY (1G0)

41°23'N - 83°38'W

RNAV (GPS) RWY 10

WAAS CH 97403 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	2628 672 673
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RNAV (GPS) RWY 18

BOWLING GREEN / WOOD COUNTY (1G0)

V If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

NA

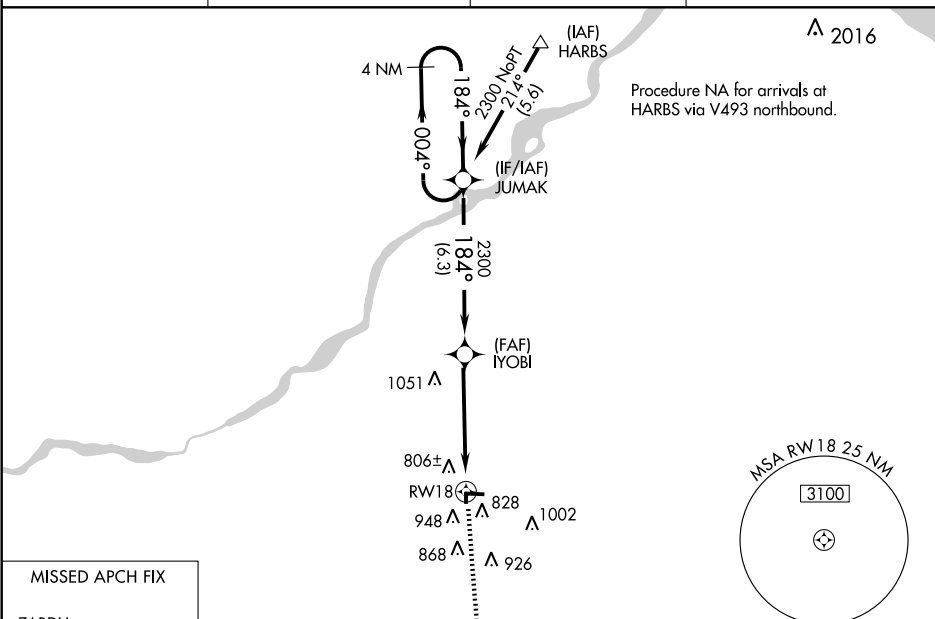
MISSED APPROACH: Climb to 2400 direct ZABDU and hold.

AWOS-3
120.725

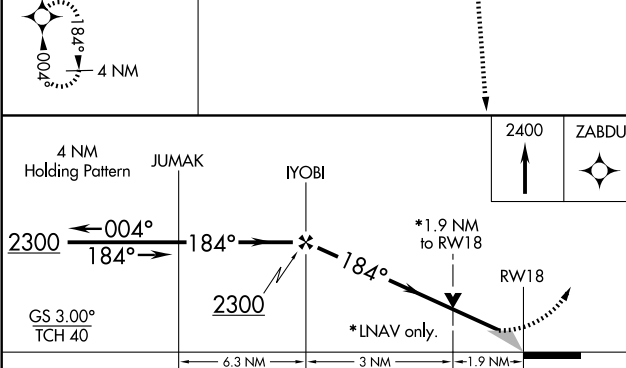
TOLEDO APP CON
126.1 317.55

CLNC DEL
125.6

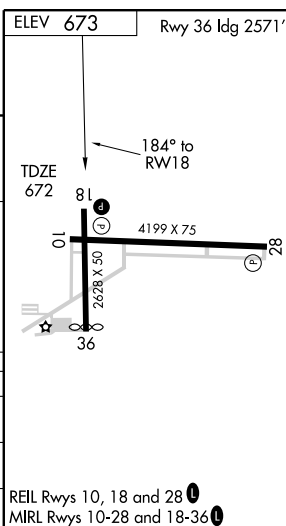
UNICOM
122.8 (CTAF) 0



EC-2, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LPV DA	922-1	250 (300-1)		NA
LNAV MDA	1320-1	648 (700-1)		NA
CIRCLING	1320-1	647 (700-1)		NA



WAAS CH 82702 W28A	APP CRS 276°	Rwy Idg TDZE Apt Elev	4199 673 673
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RNAV (GPS) RWY 28

T If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.

A NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

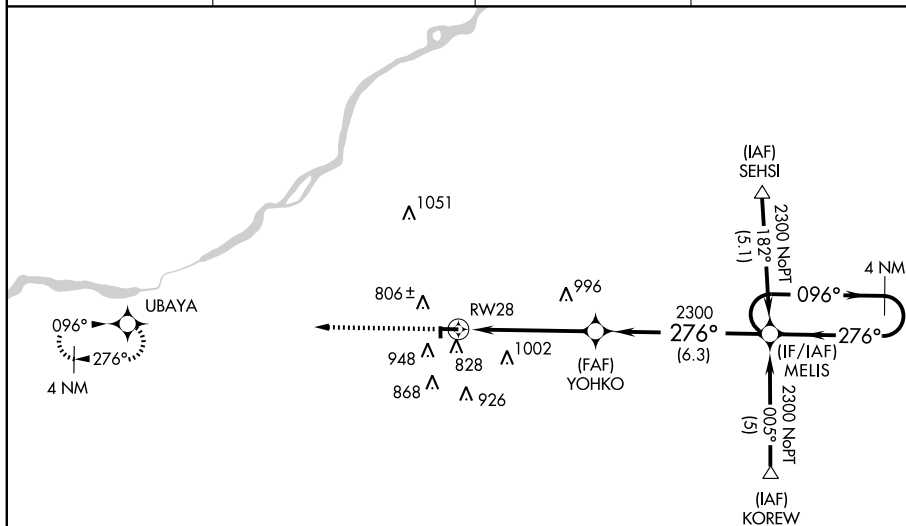
MISSED APPROACH: Climb to 2300
direct UBAYA and hold.

AWOS-3
120.725

TOLEDO APP CON
126.1 317.55

CLNC DEL
125.6

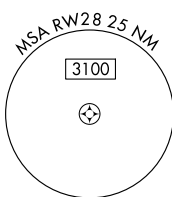
UNICOM
122.8 (CTAF) **L**



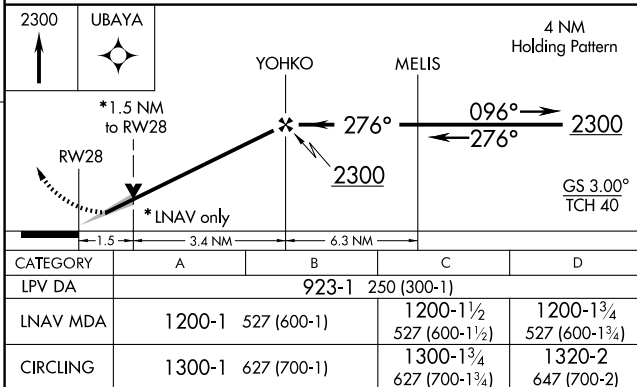
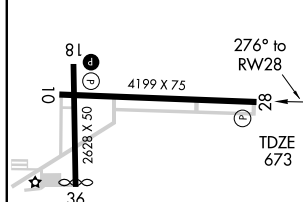
Procedure NA for arrivals
at KOREW via V92 southeast bound.

ELEV 673

Rwy 36 Idg 2571'



1293 Δ



REIL Rwys 10, 18 and 28 **L**
MIRL Rwys 10-28 and 18-36 **L**

BOWLING GREEN, OHIO
Orig-A 09239

BOWLING GREEN / WOOD COUNTY (1G0)

41°23'N - 83°38'W

RNAV (GPS) RWY 28

APP CRS
004°

Rwy Idg **2571**
TDZE **672**
Apt Elev **673**

RNAV (GPS) RWY 36

BOWLING GREEN / WOOD COUNTY (1G00)

▽ If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.
△ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct JUMAK and hold.

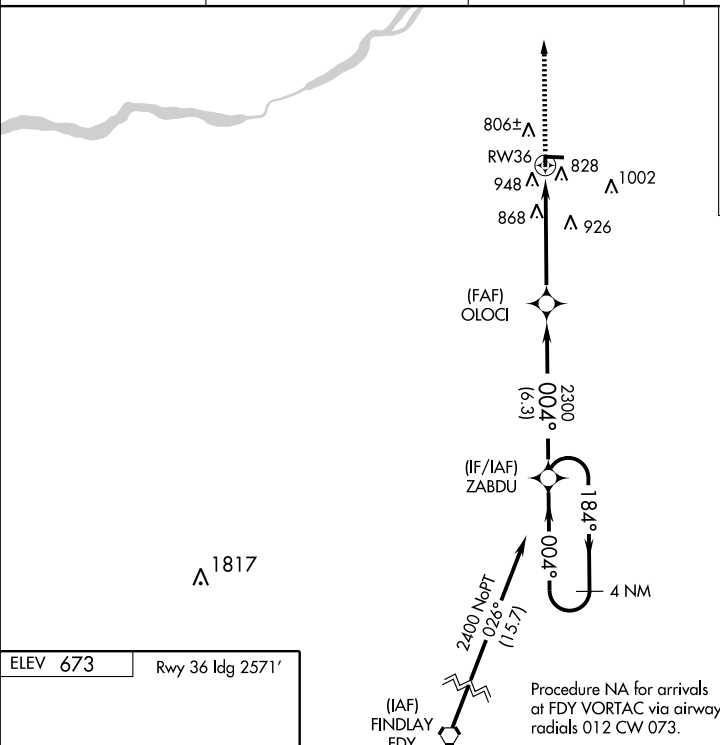
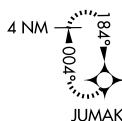
AWOS-3
120.725

TOLEDO APP CON
126.1 317.55

CLNC DEL
125.6

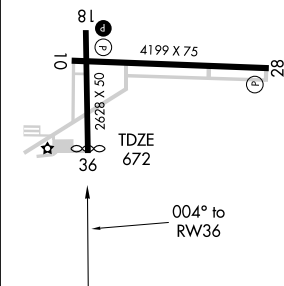
UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

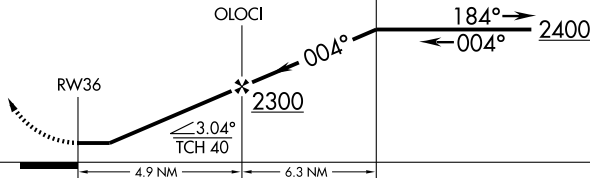
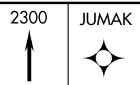


ELEV **673**

Rwy 36 Idg 2571'



REIL Rws 10, 18 and 28 **0**
MIRL Rws 10-28 and 18-36 **0**



CATEGORY	A	B	C	D
LNVA MDA	1260-1	588 (600-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

VOR/DME VWV 113.1 Chan 78	APP CRS 179°	Rwy Idg TDZE Apt Elev	2628 672 673
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VOR RWY 18

BOWLING GREEN / WOOD COUNTY (1G0)

▼
▲ NA

If local altimeter setting not received,
use Toledo Express altimeter setting
and increase all MDAs 40 feet.

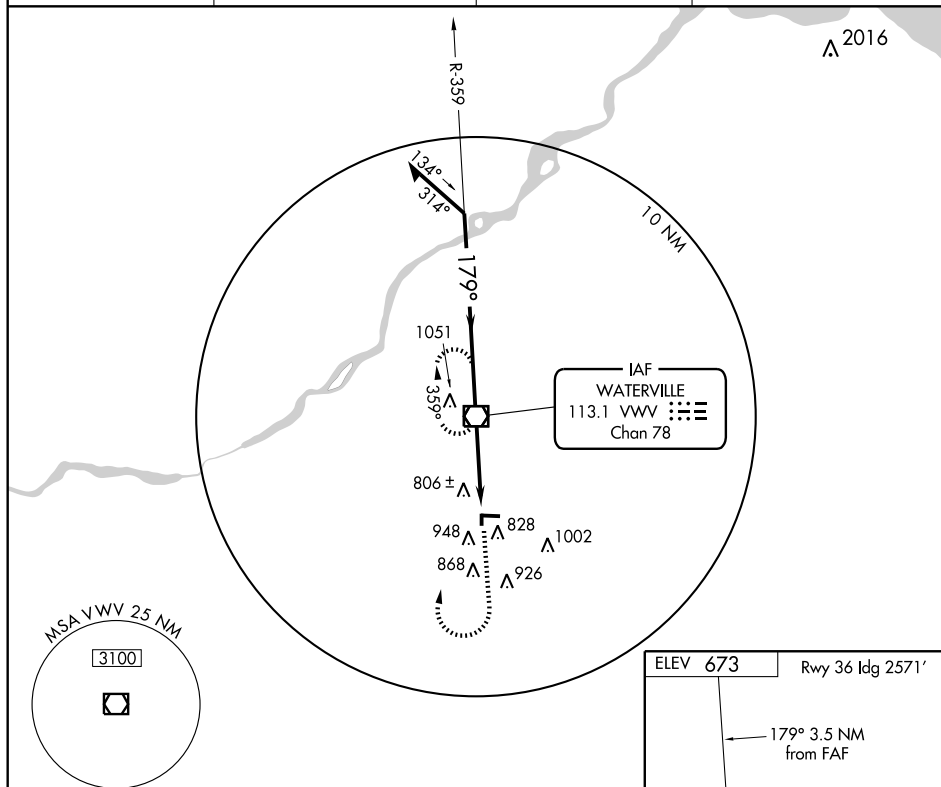
MISSED APPROACH: Climb to 2200 then
right turn direct VWV VOR/DME and hold.

AWOS-3
120.725

TOLEDO APP CON
126.1 317.55

CLNC DEL
125.6

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM

VOR/DME

2200

VWV

113.1

2200

179°

1800

2.94°

TCH 40

2.2 NM

VWV 2.2

VWV 3.5

ELEV 673

Rwy 36 Idg 2571'

179° 3.5 NM
from FAF

TDZE

672

81

10

2628 x 50

36

4199 x 75

28

REIL Rwy 10, 18 and 28 0
MIRL Rwy 10-28 and 18-36 0

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

BRIGGS N40°44.44' W81°25.93' NOTAM FILE CLE.
(L) **VOR/DME** 112.4 BSV Chan 71 182° 16.2 NM to Harry Clever Fld. 1230/4W.
RCO 122.1R 112.4T (CLEVELAND RADIO)

DETROIT
H-10G, L-29B

BROOKVILLE AIR-PARK (I62) 2 NW UTC-5(-4DT) N39°51.75' W84°26.00'
1037 S4 **FUEL** 100LL NOTAM FILE DAY
RWY 09-27: H2500X30 (ASPH) LIRL
RWY 09: Road. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z±-dark. Deer on and invof arpt. 100LL fuel avbl 24 hrs with credit card. Rwy 09-27 pavement condition-weathered, loose aggregate, broken pavement. **ACTIVATE LIRL** Rwy 09-27-122.8.
COMMUNICATIONS: CTA/UNICOM 122.8
DAYTON APP/DEP CON 134.45 (181°-359°)

CINCINNATI

BROWN CO (See GEORGETOWN)

BRUNY N39°50.82' W84°20.09' NOTAM FILE DAY.
NDB (LOM) 315 AT 062° 6.3 NM to fld. James M Cox Dayton Intl.

CINCINNATI

BRYAN N41°28.79' W84°27.96' NOTAM FILE CLE.
NDB (MHW) 260 BYN 252° 2 NM to Williams Co.

DETROIT
L-28J

BRYAN

WILLIAMS CO (ØG6) 2 E UTC-5(-4DT) N41°28.04' W84°30.41'

DETROIT
L-28J
IAP

730 B **FUEL** 100LL, JET A NOTAM FILE CLE

RWY 07-25: H4781X75 (ASPH) S-30 LIRL

RWY 07: REIL. SAVASI(S2L). Thld dsplcd 296'. Trees. **RWY 25:** REIL. Thld dsplcd 629'. Road.

AIRPORT REMARKS: Attended Apr-Nov 1300-2330Z±, Dec-Mar 1300-2230Z±. Occasional deer on and invof arpt. Rwy 07 VASI OTS indef. **ACTIVATE REIL** Rwy 07-25-123.0.

COMMUNICATIONS: CTA/UNICOM 122.8

LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)

® **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75' W84°45.91' 167° 37.5 NM to fld. 1040/05W.

BRYAN NDB (MHW) 260 BYN N41°28.79' W84°27.96' 252° 2 NM to fld. NOTAM FILE CLE.

BUCKEYE N40°37.00' W83°03.83' NOTAM FILE MNN.

(T) **VORW** 109.8 BUD at Marion Muni.

DETROIT
L-29J

NDB BYN
260

APP CRS
253°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
49	100	100
50	100	100
51	100	100
52	100	100
53	100	100
54	100	100
55	100	100
56	100	100
57	100	100
58	100	100
59	100	100
60	100	100
61	100	100
62	100	100
63	100	100
64	100	100
65	100	100
66	100	100
67	100	100
68	100	100
69	100	100
70	100	100
71	100	100
72	100	100
73	100	100
74	100	100
75	100	100
76	100	100
77	100	100
78	100	100
79	100	100
80	100	100
81	100	100
82	100	100
83	100	100
84	100	100
85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
730

BRYAN/WILLIAMS COUNTY (ØG6)

NDB-A



Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, and increase Cat C visibility $\frac{1}{4}$ mile..

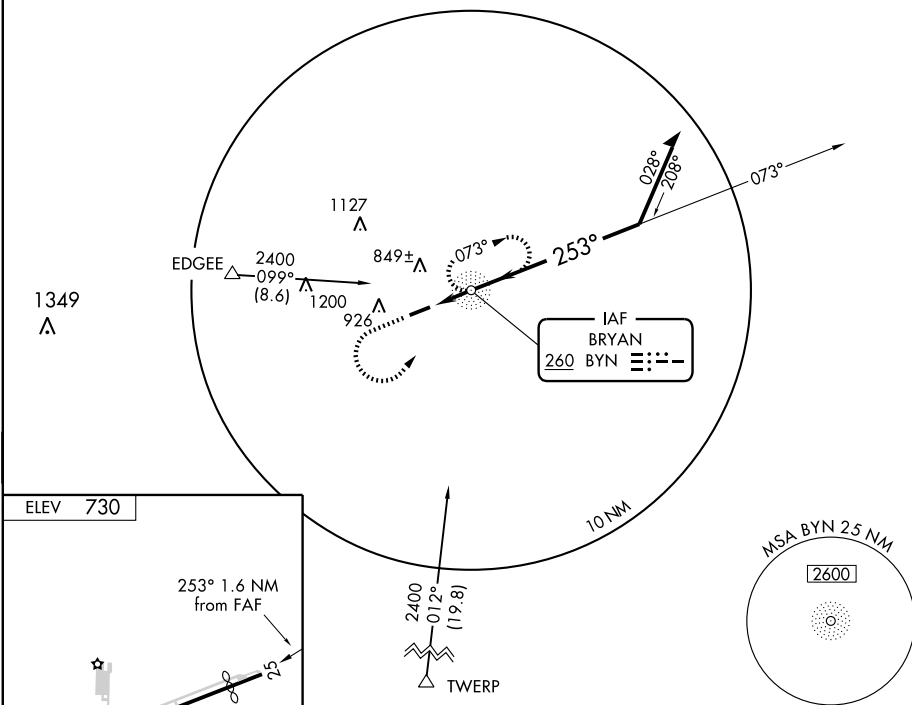
MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct BYN NDB and hold.

DEFIANCE ASOS
121.425

TOLEDO APP CON
134.35 307.0

UNICOM
122.8 (CTAF)

123.0 L



ELEV 730

253° 1.6 NM
from FAF

791 X 75

LIRL Rwy 7-25
REIL Rwy 7 and 25 **L**

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

Diagram illustrating a circling approach for a Category A aircraft. The approach includes a 1800m straight approach, a 2400m circling maneuver, and a 1800m final approach. The circling maneuver is a 180-degree turn with a radius of 1.6 NM. The final approach is a 1800m straight approach with a 6.12° climb gradient. The diagram also shows a 2400m circling maneuver with a 253° turn and a 073° turn. The diagram is labeled with 'NDB', 'TCH 35', and 'Remain within 10 NM'.

BRYAN, OHIO

Amdt 7 03JUN10

BRYAN/WILLIAMS COUNTY (ØG6)

NDB-A

41°28'N - 84°30'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4485
073°	TDZE	730
	Apt Elev	730

RNAV (GPS) RWY 7

BRYAN/ WILLIAMS COUNTY (ØG6)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Memorial altimeter setting; When not received, use De Kalb County altimeter setting and increase all MDA 60 feet, and increase Circling Cat C visibility ¼ mile.

▲ NA

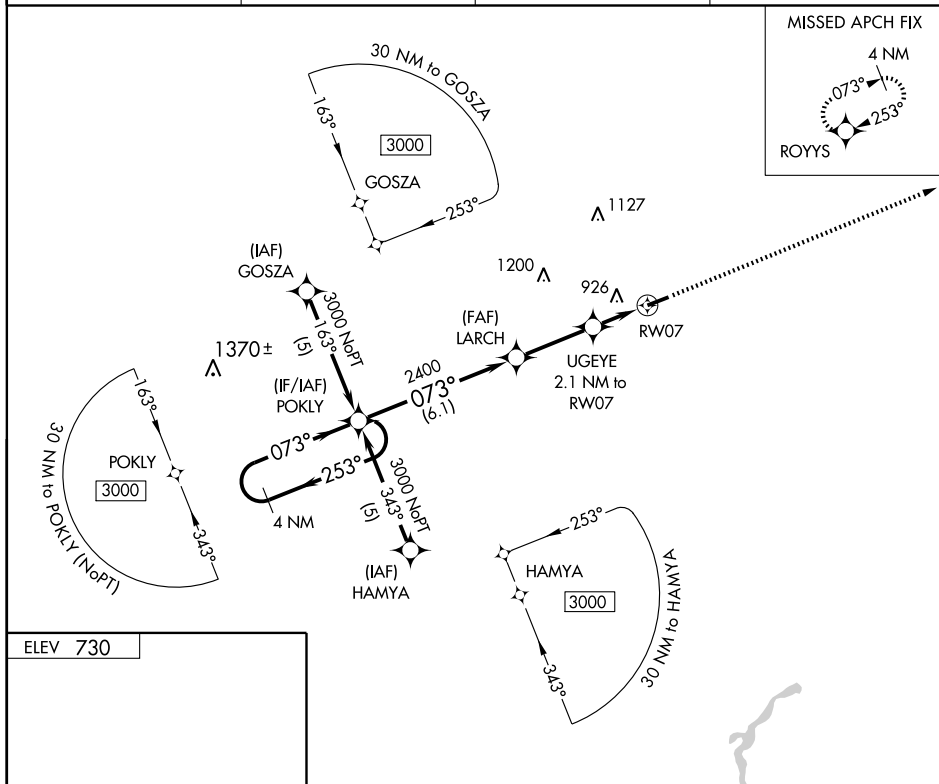
MISSED APPROACH:
Climb to 3000 direct ROYYS and hold.

DEFIANCE ASOS
121.425

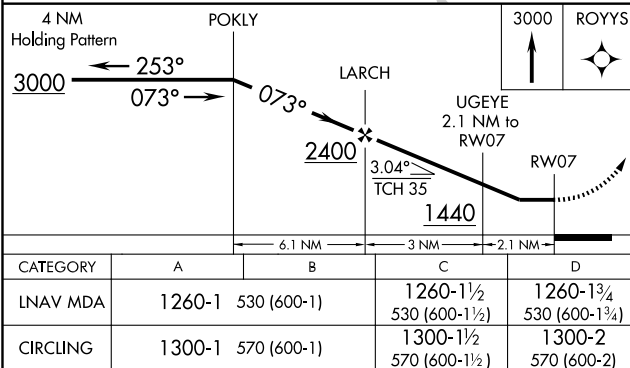
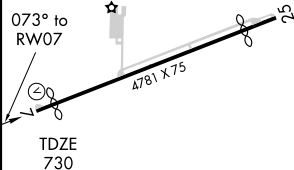
TOLEDO APP CON
134.35 307.0

UNICOM
122.8 (CTAF)

123.0



ELEV 730



LIRL Rwy 7-25
REIL Rws 7 and 25

APP CRS	Rwy Idg	4152
253°	TDZE	730
	Apt Elev	730

RNAV (GPS) RWY 25

BRYAN/WILLIAMS COUNTY (0G6)

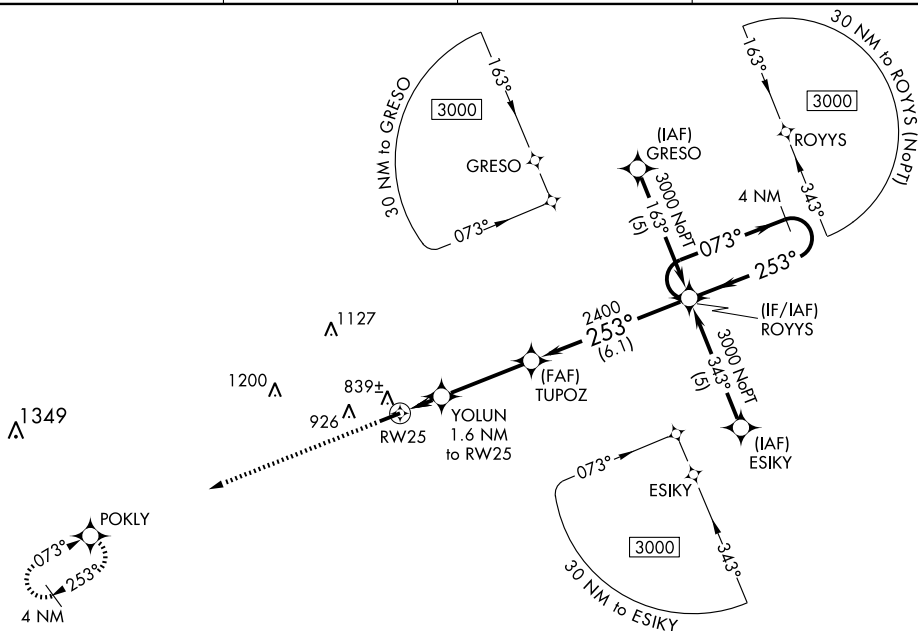
NA Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility and Circling Cat C visibility $\frac{1}{4}$ mile.

DEFIANCE ASOS
121.425

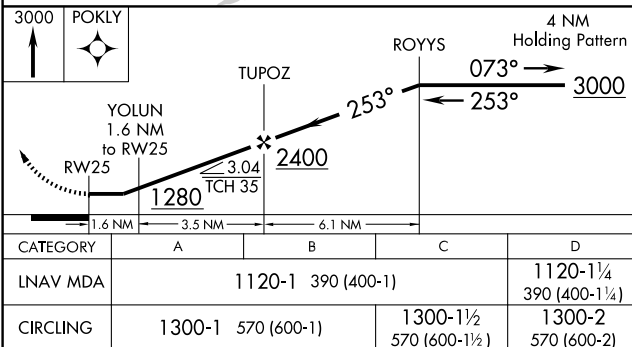
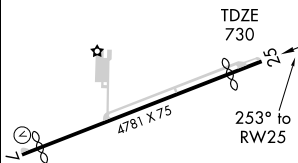
TOLEDO APP CON
134.35 307.0

UNICOM
122.8 (CTAF)

123.0 0



ELEV 730



LIRL Rwy 7-25
REIL Rwys 7 and 25 **L**

BRYAN, OHIO
Orig 03JUN10

BRYAN/WILLIAMS COUNTY (ØG6)

RNAV (GPS) RWY 25

41°28'N - 84°30'W

EC-2. 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

BUCYRUS

PORT BUCYRUS—CRAWFORD CO (17G) 1 S UTC-5(-4DT) N40°46.89' W82°58.49'

DETROIT

1003 B S4 FUEL 100LL NOTAM FILE CLE

L-29A

RWY 04-22: H3895X75 (ASPH) S-17.1, D-35 MIRL

IAP

RWY 04: REIL. PAPI(P4L). Thld dsplcd 277'. Trees.

RWY 22: REIL. SAVASI(S2L). Road.

RWY 09-27: 2900X75 (TURF) 0.4% up E

RWY 09: Pole. RWY 27: Tree.

AIRPORT REMARKS: Attended Apr-Oct 1300-2300Z†, Nov-Mar 1300-2200Z†.

WEATHER DATA SOURCES: AWOS-3 126.625 (419) 562-0297.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

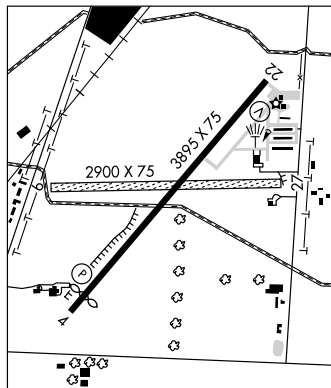
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12'

W82°35.46' 257° 18.3 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00' W83°03.83' 027°

10.7 NM to fld. NOTAM FILE MNN.



BURKE LAKEFRONT (See CLEVELAND)

BUTLER CO RGNL (See HAMILTON)

CADIZ N40°14.20' W81°00.79' NOTAM FILE CLE.

DETROIT

NDB (MHW) 239 CFX at Harrison Co. Unmonitored. VFR only. Out of svc indefinitely.

CADIZ

HARRISON CO (8G6) 2 S UTC-5(-4DT) N40°14.30' W81°00.77'

DETROIT

1174 B S4 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 13-31: H3765X75 (ASPH) S-30 MIRL 1.9% up NW

IAP

RWY 13: PAPI(P2L). Thld dsplcd 876'. Hill.

RWY 31: PAPI(P2L). Thld dsplcd 168'. Tree.

AIRPORT REMARKS: Attended 1400-2200Z†. Rwy 13-31 asphalt poor due to large cracks, vegetation and weathering. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF. Rotating beacon OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.

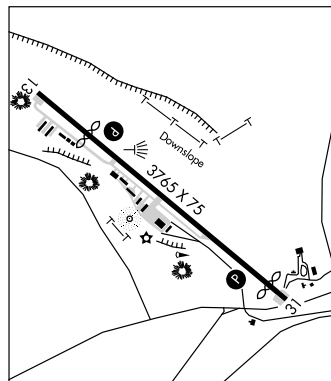
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59'

W80°34.12' 274° 20.5 NM to fld. 1269/07W.

CADIZ NDB (MHW) 239 CFX N40°14.20' W81°00.79' at fld.

NOTAM FILE CLE. Unmonitored. VFR only.

Out of svc indefinitely.



VOR BUD 109.8	APP CRS 208°	Rwy Idg TDZE Apt Elev	3895 1003 1003
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VOR or GPS RWY 22

BUCYRUS / PORT BUCYRUS-CRAWFORD COUNTY (17G)

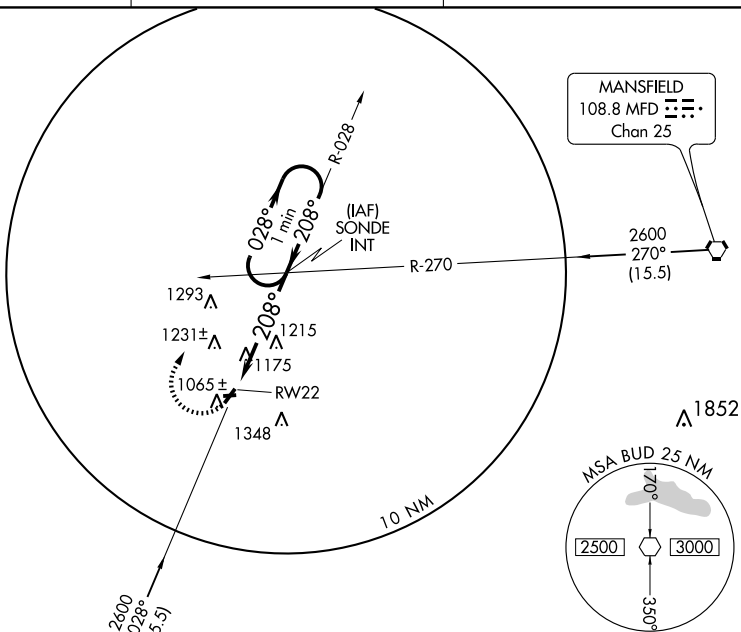
▼ When local altimeter setting not received,
▲ NA use Mansfield altimeter setting.

MISSED APPROACH: Climbing right turn to 2600
via BUD R-028 to SONDE Int and hold.

AWOS-3
126.625

MANSFIELD APP CON ★
124.2 390.8

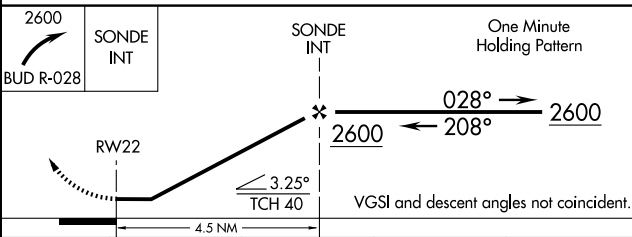
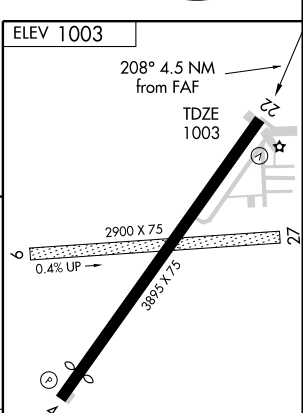
UNICOM
122.8 (CTAF)



MECKS 2600
092° (8.4)

BUCKEYE
109.8 BUD

ELEV 1003



CATEGORY	A	B	C	D
S-22	1700-1 697 (700-1)		1700-2 697 (700-2)	NA
CIRCLING	1700-1 697 (700-1)		1700-2 697 (700-2)	NA

MIRL Rwy 4-22					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

BUCYRUS

PORT BUCYRUS—CRAWFORD CO (17G) 1 S UTC−5(−4DT) N40°46.89' W82°58.49'

DETROIT

1003 B S4 FUEL 100LL NOTAM FILE CLE

L-29A

RWY 04–22: H3895X75 (ASPH) S–17.1, D–35 MIRL

IAP

RWY 04: REIL. PAPI(P4L). Thld dsplcd 277'. Trees.

RWY 22: REIL. SAVASI(S2L). Road.

RWY 09–27: 2900X75 (TURF) 0.4% up E

RWY 09: Pole. RWY 27: Tree.

AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z†, Nov–Mar 1300–2200Z†.

WEATHER DATA SOURCES: AWOS–3 126.625 (419) 562–0297.

COMMUNICATIONS: CTAF/UNICOM 122.8

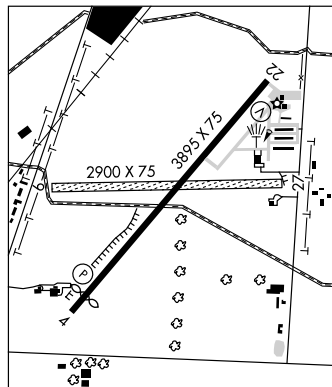
Ⓡ MANSFIELD APP/DEP CON 124.2 (1100–0400Z†)

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 257° 18.3 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00' W83°03.83' 027° 10.7 NM to fld. NOTAM FILE MNN.



BURKE LAKEFRONT (See CLEVELAND)

BUTLER CO RGNL (See HAMILTON)

CADIZ N40°14.20' W81°00.79' NOTAM FILE CLE.

DETROIT

NDB (MHW) 239 CFX at Harrison Co. Unmonitored. VFR only. Out of svc indefinitely.

CADIZ

HARRISON CO (8G6) 2 S UTC−5(−4DT) N40°14.30' W81°00.77'

DETROIT

1174 B S4 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 13–31: H3765X75 (ASPH) S–30 MIRL 1.9% up NW

IAP

RWY 13: PAPI(P2L). Thld dsplcd 876'. Hill.

RWY 31: PAPI(P2L). Thld dsplcd 168'. Tree.

AIRPORT REMARKS: Attended 1400–2200Z†. Rwy 13–31 asphalt poor due to large cracks, vegetation and weathering. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF. Rotating bcn OTS indef.

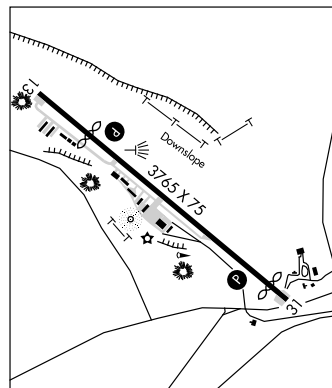
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59' W80°34.12' 274° 20.5 NM to fld. 1269/07W.

CADIZ NDB (MHW) 239 CFX N40°14.20' W81°00.79' at fld. NOTAM FILE CLE. Unmonitored. VFR only. Out of svc indefinitely.



APP CRS	Rwy ldg	3277
134°	TDZE	1161
	Apt Elev	1174

GPS RWY 13

CADIZ / HARRISON COUNTY (8G6)



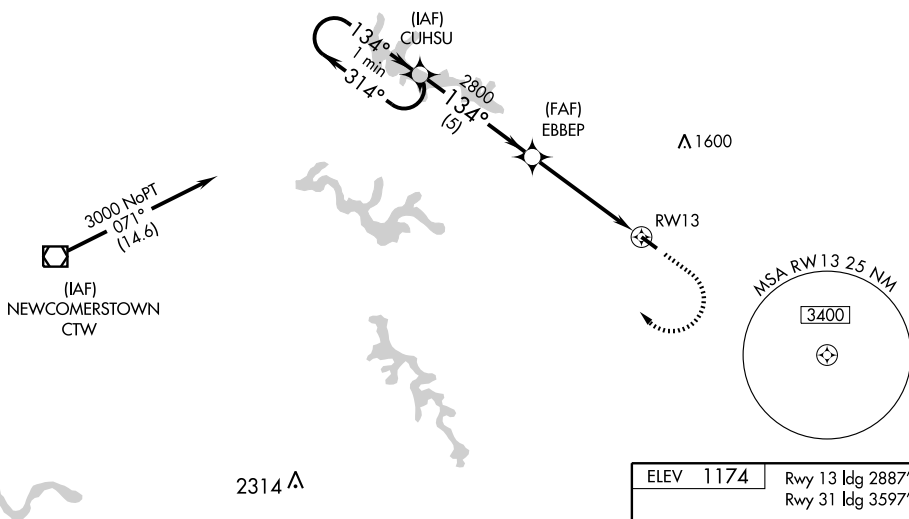
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CUHSU WP and hold.

WHEELING ASOS
127.375

CLEVELAND CENTER
120.4 257.975

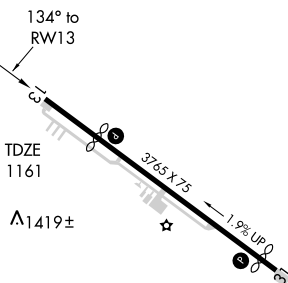
UNICOM
122.8 (CTAF)

2314 Δ

ELEV 1174

Rwy 13 ldg 2887'

Rwy 31 ldg 3597'

One Minute
Holding Pattern

CUHSU

2000

3000

CUHSU

3000

314°
134°

EBBEP

134°

2800

RWY13

5 NM

5 NM

CATEGORY	A	B	C	D
S-13	1720-1	559 (600-1)	NA	
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

MIRL Rwy 13-31

APP CRS **314°**
 Rwy Idg **3933**
 TDZE **1160**
 Apt Elev **1174**

GPS RWY 31

CADIZ / HARRISON COUNTY (8G6)



NA

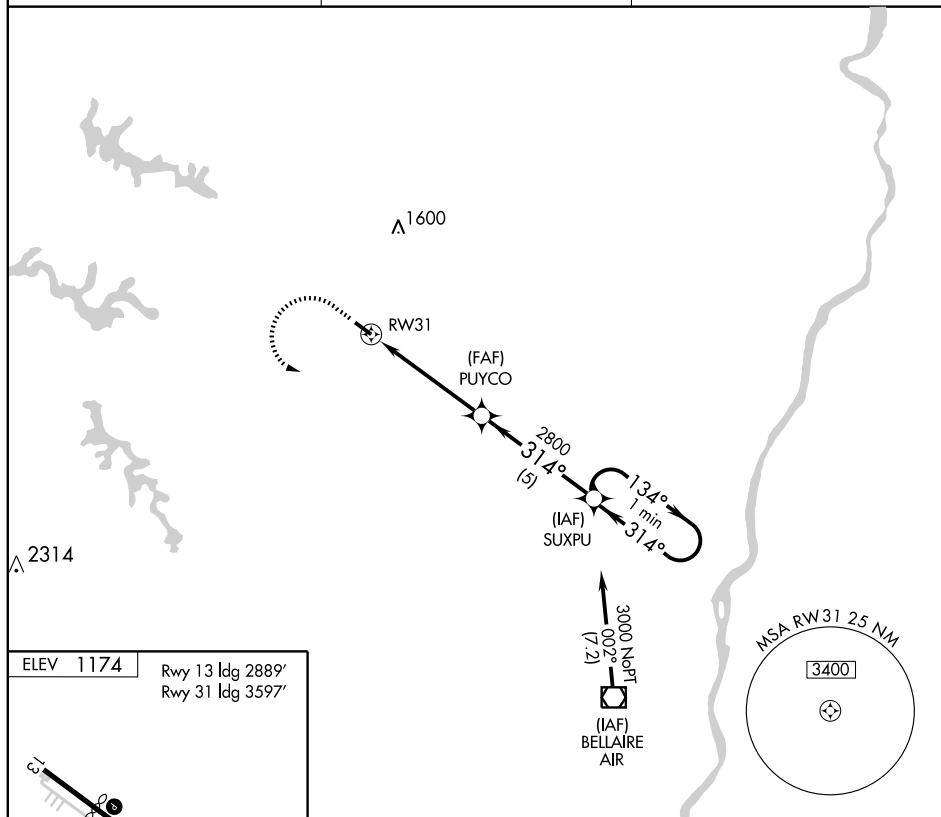
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing
 left turn to 3000 direct SUXPU WP and hold.

WHEELING ASOS
127.375

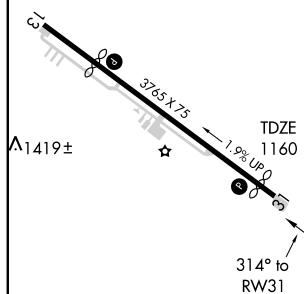
CLEVELAND CENTER
120.4 257.975

UNICOM
122.8 (CTAF) 0



ELEV 1174

Rwy 13 Idg 2889'
 Rwy 31 Idg 3597'



<div><div><div>2000</div><div>↑</div></div><div><div>3000</div><div>↶</div></div><div><div>SUXPU</div><div>✦</div></div></div> <div><div><div>RW31</div><div>⋈</div><div>PUYCO</div><div>SUXPU</div></div><div><div>2800</div><div>314°</div><div>134°</div><div>3000</div></div><div><div>5 NM</div><div>5 NM</div></div><div><div>One Minute Holding Pattern</div><div>↶ 314°</div></div></div>				
CATEGORY	A		B	<div>C</div> <div>D</div>
S-31	1720-1		560 (600-1)	NA
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

MIRL Rwy 13-31 0

CADIZ, OHIO
 Orig 08101

40°14'N-81°01'W

CADIZ / HARRISON COUNTY (8G6)

GPS RWY 31

VOR/DME CTW 111.8 Chgn 55	APP CRS 095°	Rwy Idg TDZE Apt Elev	N/A N/A 1174
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CADIZ / HARRISON COUNTY (8G6)



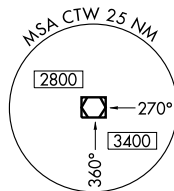
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via CTW VOR/DME R-095 to PATTT Int/CTW 16.1 DME and hold.

WHEELING ASOS
127.375

CLEVELAND CENTER
120.4 257.975

UNICOM
122.8 (CTAF) **L**



IAF
NEWCOMERSTOWN
111.8 CTW
Chn 55

3000 Na
095°
(16.1)

R-095

(IAF)
PATT INT
CTW 16.1

P-320

 $\Delta_{1768\pm}$

ELEV 1174

Rwy 13 ldg 2889'
Rwy 31 ldg 3597'

MIRL Rwy 13-31 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

One Minute Holding Pattern

PATT INT
CTW 16.1
$$\begin{array}{r} 3000 \quad \leftarrow 275^\circ \\ \hline \quad \quad 095^\circ \rightarrow \end{array}$$

2000	3000
↑	↖
	CTW R-095

PATT
INTCTW
21

A diagram showing a cross-section of a membrane with a channel. The channel is labeled "5 nm" with a double-headed arrow indicating its width.

CATEGORY

A

B

C

1

CIRCLING

1780-1
606 (700-1

1820-1 ¼
646 (700-1 ¼)

NA

CADIZ, OHIO
Amdt 1 08101

40°14'N - 81°01'W

CADIZ / HARRISON COUNTY (8G6)

VOR-A

COLDWELL

NOBLE CO (11Ø) 3 N UTC-5(-4DT) N39°48.06' W81°32.18'

CINCINNATI

879 B FUEL 100LL NOTAM FILE CLE

L-29B

RWY 05-23: H3811X65 (ASPH) S-12.5 MIRL

IAP

RWY 05: PAPI(P2L). Trees.

RWY 23: PAPI(P2L). Thld dsplcd 413'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2100Z†, Sat-Sun irregularly. For fuel after hrs call 740-525-9901 or 740-581-1167. Model acft activity on arpt-Sundays. ACTIVATE MIRL Rwy 05-23 and rotating bcn-122.7. Red obstruction lgts mark 56' hill 947' from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZZV Chan 51 N39°56.45' W81°53.56' 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC-5(-4DT) N39°58.50' W81°34.66'

CINCINNATI

799 B S2 FUEL 100LL TPA-1799(1000) NOTAM FILE CLE

L-29B

RWY 04-22: H4298X75 (ASPH) S-18.5 MIRL

IAP

RWY 04: REIL. VASI(V2L)-GA 3.5°. Thld dsplcd 400'. Pole.

RWY 22: REIL. VASI(V2L)-GA 3.5°. P-line.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat-Sun 1300-2200Z†. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstrn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04-22; REIL Rwy 04 and Rwy 22-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (740) 435-0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZZV Chan 51 N39°56.45' W81°53.56' 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I-CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC-5(-4DT) N40°06.66' W81°31.57'

DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC-5(-4DT) N40°50.39' W81°18.49'

DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress-Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO-TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO-TOLSON (TSO) 1 SE UTC-5(-4DT) N40°33.71' W81°04.65'

DETROIT

1163 B S4 FUEL 100LL, JET A TPA-2013(850) NOTAM FILE CLE

L-29B

RWY 07-25: H4300X75 (ASPH) MIRL

IAP

RWY 07: REIL. PAPI(P2L). Tree.

RWY 25: REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100-0000Z†. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 07 and 25-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z†)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.6 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 049° 27.1 NM to fld. 1180/7W.

HIWAS.

APP CRS	Rwy Idg	3398
228°	TDZE	878
	Apt Elev	880

GPS RWY 23

CALDWELL/ NOBLE COUNTY (I10)

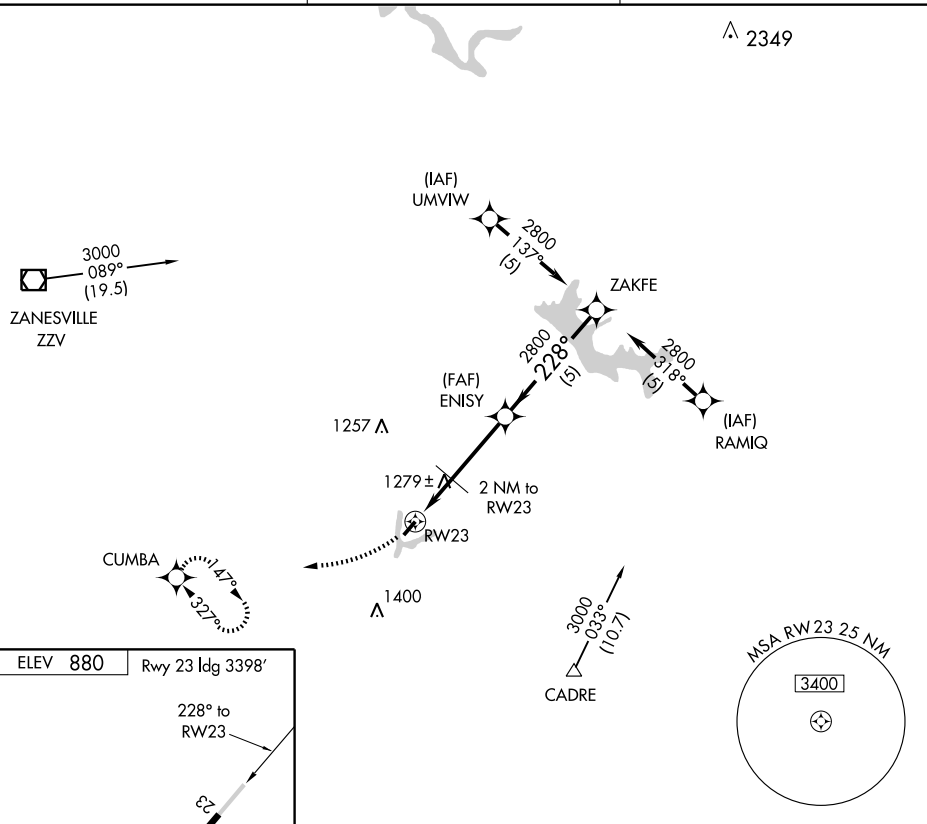


Use Zanesville altimeter setting.

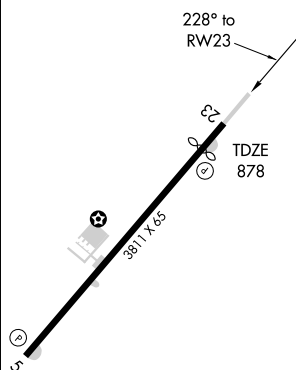
MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA WP and hold.

INDIANAPOLIS CENTER
124.45 370.9

UNICOM
122.8 (CTAF)

122.7 0

ELEV 880	Rwy 23 Idg 3398'
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MRL Rwy 5-23 0

	3000	CUMBA	ENISY	ZAKFE
		2 NM to RWY 23	228°	2800
		1640	2800	Procedure Turn NA
	2 NM	3 NM	5 NM	
CATEGORY	A	B	C	D
S-23	1580-1 702 (700-1)		1580-2 702 (700-2)	NA
CIRCLING	1620-1 740 (800-1)		1640-2 760 (800-2 1/4)	NA

VOR/DME ZZW 111.4 Chan 51	APP CRS 123°	Rwy ldg TDZE Apt Elev	N/A N/A 880
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VOR or GPS-A
CALDWELL/ NOBLE COUNTY (I10)



NA

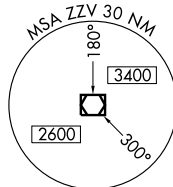
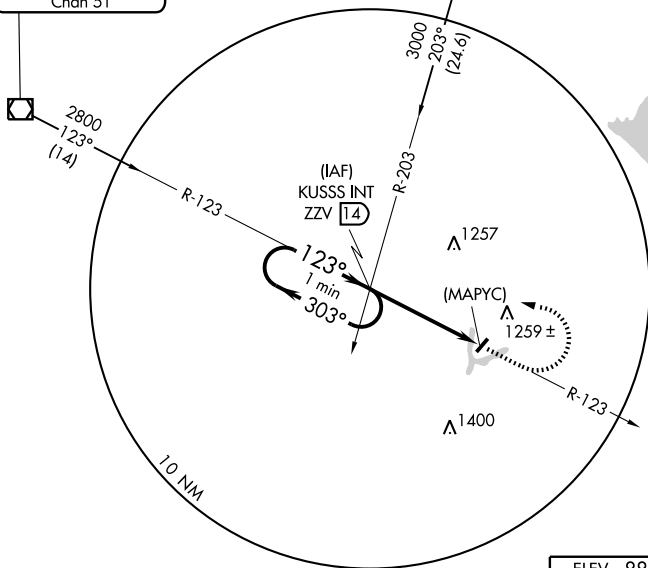
Use Zanesville altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via ZZW R-123 to KUSSS Int/ZZW 1.4 DME and hold.

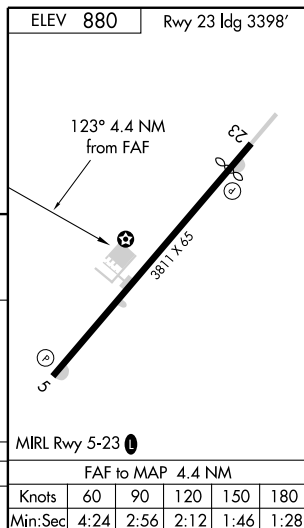
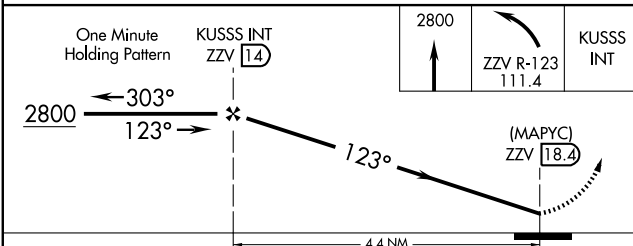
INDIANAPOLIS CENTER 124.45 370.9	UNICOM 122.8 (CTAF)	122.7 0
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ZANESVILLE
111.4 ZZW
Chan 51

NEWCOMERTOWN
111.8 CTW
Chan 55



1599



COLDWELL

NOBLE CO (110) 3 N UTC-5(-4DT) N39°48.06' W81°32.18'

CINCINNATI

879 B FUEL 100LL NOTAM FILE CLE

L-29B

RWY 05-23: H3811X65 (ASPH) S-12.5 MIRL

IAP

RWY 05: PAPI(P2L). Trees.

RWY 23: PAPI(P2L). Thld dsplcd 413'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2100Z, Sat-Sun irregularly. For fuel after hrs call 740-525-9901 or 740-581-1167. Model acft activity on arpt-Sundays. ACTIVATE MIRL Rwy 05-23 and rotating bcn-122.7. Red obstruction lghts mark 56' hill 947' from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZZV Chan 51 N39°56.45' W81°53.56' 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC-5(-4DT) N39°58.50' W81°34.66'

CINCINNATI

799 B S2 FUEL 100LL TPA-1799(1000) NOTAM FILE CLE

L-29B

RWY 04-22: H4298X75 (ASPH) S-18.5 MIRL

IAP

RWY 04: REIL. VASI(V2L)-GA 3.5°. Thld dsplcd 400'. Pole.

RWY 22: REIL. VASI(V2L)-GA 3.5°. P-line.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z, Sat-Sun 1300-2200Z, Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstrn lghtd hills SW of arpt. ACTIVATE MIRL Rwy 04-22; REIL Rwy 04 and Rwy 22-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (740) 435-0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZZV Chan 51 N39°56.45' W81°53.56' 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I-CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT

(08G) 6 NE UTC-5(-4DT) N40°06.66' W81°31.57'

DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC-5(-4DT) N40°50.39' W81°18.49'

DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress-Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD

(See PORT CLINTON)

CARROLL CO-TOLSON

(See CARROLLTON)

CARROLLTON

CARROLL CO-TOLSON (TSO) 1 SE UTC-5(-4DT) N40°33.71' W81°04.65'

DETROIT

1163 B S4 FUEL 100LL, JET A TPA-2013(850) NOTAM FILE CLE

L-29B

RWY 07-25: H4300X75 (ASPH) MIRL

IAP

RWY 07: REIL. PAPI(P2L). Tree.

RWY 25: REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100-0000Z, 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 07 and 25-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.6 (0500-1100Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 049° 27.1 NM to fld. 1180/7W.

HIWAS.

VOR/DME ZZV 111.4 Chan 51	APP CRS 088°	Rwy Idg TDZE Apt Elev N/A N/A 799
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VOR or GPS-A

CAMBRIDGE MUNI (CDI)

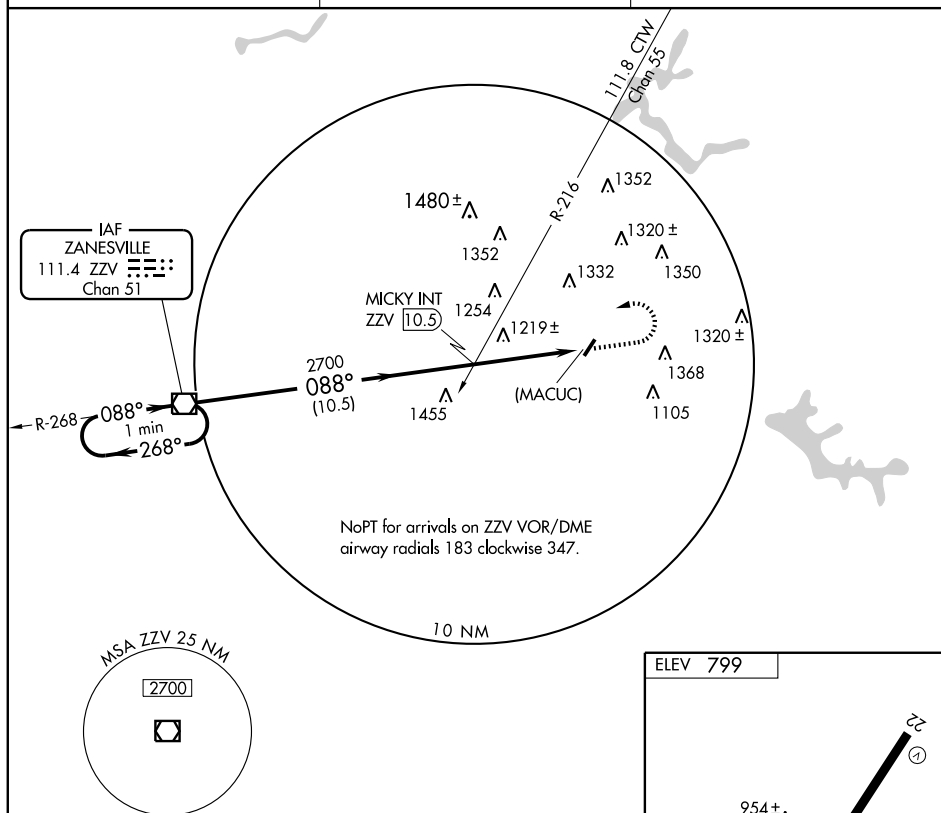
NA When local altimeter setting not received, use Zanesville altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000, then left turn direct ZZV VOR/DME and hold.

AWOS-3
118.525

INDIANAPOLIS CENTER
124.45 370.9

UNICOM
123.075 (CTAF) 0

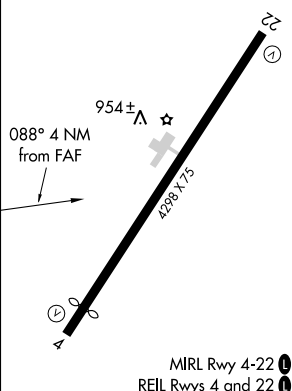


MSA ZZV 25 NM

2700

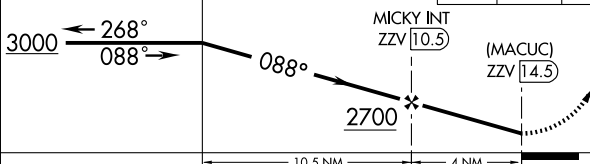


ELEV 799



One Minute
Holding Pattern

VOR/DME



CATEGORY	A	B	C	D
CIRCLING	1480-1 681 (700-1)		1520-2 721 (800-2)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

COLDWELL

NOBLE CO (110) 3 N UTC-5(-4DT) N39°48.06' W81°32.18'

CINCINNATI

879 B FUEL 100LL NOTAM FILE CLE

L-29B

RWY 05-23: H3811X65 (ASPH) S-12.5 MIRL

IAP

RWY 05: PAPI(P2L). Trees.

RWY 23: PAPI(P2L). Thld dsplcd 413'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2100Z, Sat-Sun irregularly. For fuel after hrs call 740-525-9901 or 740-581-1167. Model acft activity on arpt-Sundays. ACTIVATE MIRL Rwy 05-23 and rotating bcn-122.7. Red obstruction lghts mark 56' hill 947' from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZZV Chan 51 N39°56.45' W81°53.56' 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC-5(-4DT) N39°58.50' W81°34.66'

CINCINNATI

799 B S2 FUEL 100LL TPA-1799(1000) NOTAM FILE CLE

L-29B

RWY 04-22: H4298X75 (ASPH) S-18.5 MIRL

IAP

RWY 04: REIL. VASI(V2L)-GA 3.5°. Thld dsplcd 400'. Pole.

RWY 22: REIL. VASI(V2L)-GA 3.5°. P-line.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z, Sat-Sun 1300-2200Z. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstrn lghtd hills SW of arpt. ACTIVATE MIRL Rwy 04-22; REIL Rwy 04 and Rwy 22-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (740) 435-0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZZV Chan 51 N39°56.45' W81°53.56' 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I-CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (08G) 6 NE UTC-5(-4DT) N40°06.66' W81°31.57'

DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC-5(-4DT) N40°50.39' W81°18.49'

DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress-Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO-TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO-TOLSON (TSO) 1 SE UTC-5(-4DT) N40°33.71' W81°04.65'

DETROIT

1163 B S4 FUEL 100LL, JET A TPA-2013(850) NOTAM FILE CLE

L-29B

RWY 07-25: H4300X75 (ASPH) MIRL

IAP

RWY 07: REIL. PAPI(P2L). Tree.

RWY 25: REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100-0000Z. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07-25 and REIL Rwy 07 and 25-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.6 (0500-1100Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 049° 27.1 NM to fld. 1180/7W.

HIWAS.

APP CRS 071°	Rwy Idg TDZE Apt Elev	4300 1163 1163
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GPS RWY 7

CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)



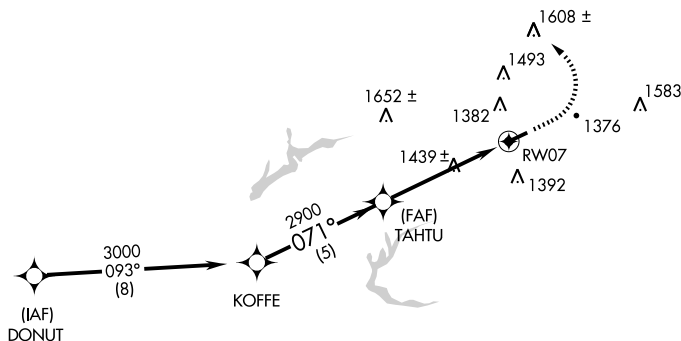
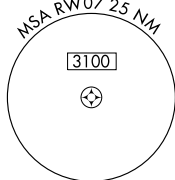
Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct MINER WP and hold.

AKRON-CANTON APP CON *

125.5 371.875

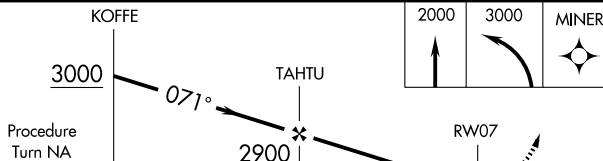
UNICOM

122.7 (CTAF) 0

A1747±

ELEV 1163

A 1336



TDZE 1163

071° to RW07

4300 X 75

CATEGORY	A	B	C	D
S-7	1780-1	617 (700-1)	NA	
CIRCLING	1880-1 717 (800-1)	1900-1 737 (800-1)	NA	

REIL Rwy 7 and 25 0

MIRL Rwy 7-25 0

CARROLLTON, OHIO

Orig-A 07242

CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

40°34'N - 81°05'W

GPS RWY 7

VOR/DME BSV 112.4 Chan 71	APP CRS 127°	Rwy Idg TDZE Apt Elev N/A N/A 1163
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VOR or GPS-A

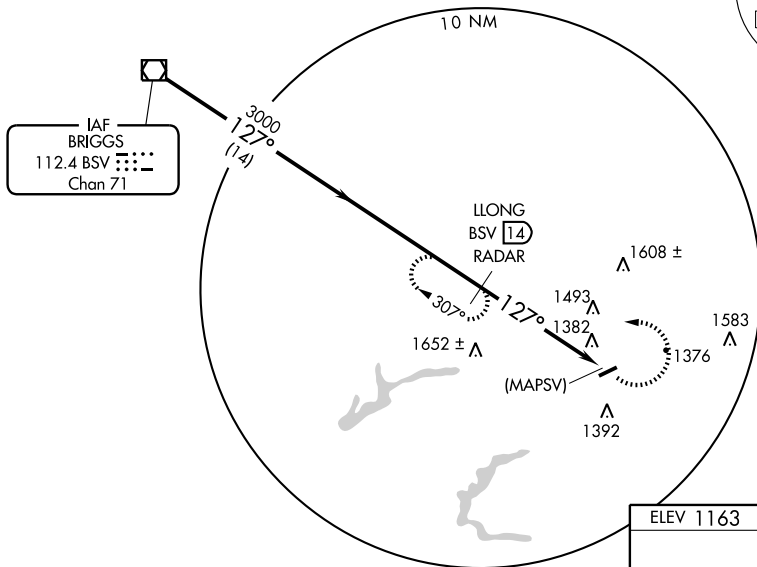
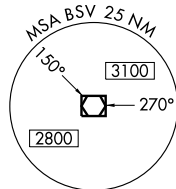
CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)



Use Akron-Canton altimeter setting.

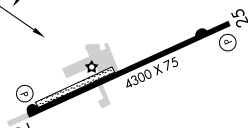
MISSED APPROACH: Climbing left turn to 3000 via BSV R-127 to LLONG/BSV 14 DME/RADAR and hold.

 AKRON-CANTON APP CON ★
125.5 371.875

 UNICOM
122.7 (CTAF) 0

 1747±
 ▲
DME or CAK ASR REQUIRED

ELEV 1163

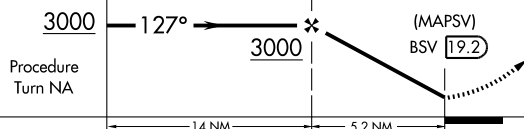
▲ 1336

 127° 5.2 NM
 from FAF

 REIL Rws 7 and 25 0
 MIRL Rwy 7-25 0

VOR/DME

 LLONG
 BSV 14
 RADAR

 3000
 BSV R-127
 112.4

 LLONG
 BSV 14


CATEGORY	A	B	C	D
CIRCLING	1940-1 777 (800-1)	1940-1¼ 777 (800-1¼)	NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

PARSONS (5D6) 5 N UTC-5(-4DT) N40°38.89' W81°04.12'

DETROIT

1290 S2 NOTAM FILE CLE

RWY 09-27: 2530X75 (TURF)

RWY 09: Trees. **RWY 27:** Tree.

AIRPORT REMARKS: Attended irregularly. Deer and birds on and in/ovf arpt. Rwy 09-27 slopes up to the W. Rwy soft when wet. No line of sight between rwy ends. Aerobatic practice area 2280' MSL to 5000' MSL within 1 mile radius of arpt. Rwy 09 outlined with orange and white barrel halves and yellow tires at rwy end.

COMMUNICATIONS: CTAF 122.9

CASER N39°44.93' W82°32.12' NOTAM FILE DAY.

CINCINNATI

NDB (LOM) 338 LH 280° 5.7 NM to Fairfield Co. Unmonitored.

CELINA

LAKEFIELD (CQA) 6 SE UTC-5(-4DT) N40°29.06' W84°33.49'

DETROIT

894 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY

L-27E

RWY 08-26: H4400X75 (ASPH) S-30 MIRL

IAP

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 20'. P-line. **RWY 26:** REIL. PAPI (P4L)—GA 3.0° TCH 29'. Tree.

AIRPORT REMARKS: Attended 1330Z±-dusk. 100LL fuel 24 hr with credit card self svc. After hrs call ahead for Jet A service. Parachute Jumping. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08-26—123.3.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ DAYTON APP/DEP CON 134.45 (181°-359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 302° 26.4 NM to fld. 1080/5W.

NDB (MHW) 205 CQA N40°28.92' W84°33.86' on fld.

CHARDON N41°31.02' W81°09.79' NOTAM FILE CLE.

DETROIT

(H) **VOR/DME** 112.7 CXR Chan 74 137° 6.1 NM to Geauga Co. 1310/5W.

H-10G, L-30G

VOR portion unusable

357°-073° byd 10 NM blo 11,000'

085°-099° byd 10 NM blo 11,000'

074°-084° byd 10 NM blo 3,300'

104°-180° byd 10 NM 6000'

RCO 122.1R 112.7T (CLEVELAND RADIO)

CHESAPEAKE/HUNTINGTON W VA

LAWRENCE CO AIRPARK (HTW) 2 W UTC-5(-4DT) N38°25.15' W82°29.66'

CINCINNATI

568 B **FUEL** 100LL NOTAM FILE DAY

L-26H

RWY 08-26: H3001X70 (ASPH) MIRL (NSTD)

RWY 08: Thld dspcd 173'. Trees. **RWY 26:** Trees.

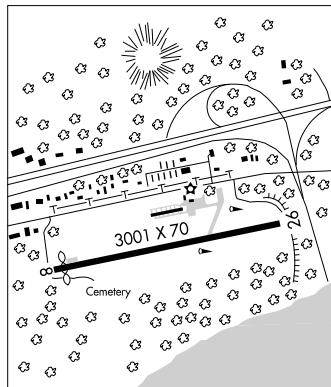
AIRPORT REMARKS: Attended Oct-Apr 1400Z±-dusk, May-Sep 1300Z±-dusk. Parachute Jumping. Rwy 08-26 has many cracks, exhibits foreign object damage. Rwy 08-26 NSTD MIRL 70' from rwy edges; Rwy 08 relocated thld 28' at ngt; 2973' lgtd at ngt.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65'

W82°58.70' 125° 26.5 NM to fld. 1040/5W.



NDB CQA 205	APP CRS 100°	Rwy Idg TDZE Apt Elev	4400 894 894
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NDB RWY 8

CELINA/LAKEFIELD (CQA)

▼ Visibility reduction by helicopters NA. Use Wapakoneta altimeter setting; when not received use James M. Cox Dayton Intl altimeter setting and increase all MDA 80 feet and increase S-8 and circling Cts B/C visibility ¼ mile.

▲ NA

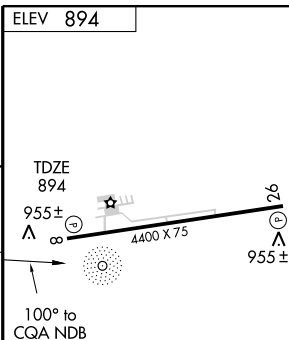
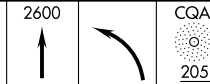
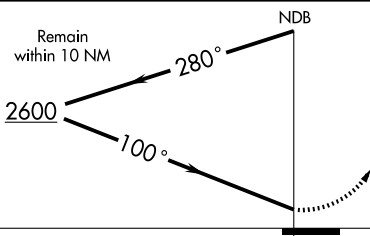
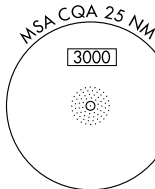
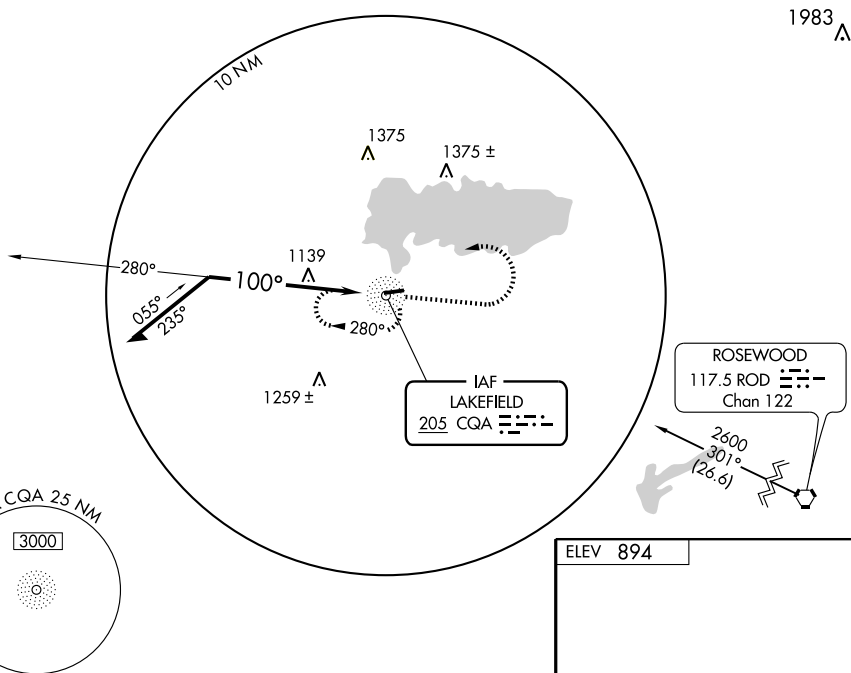
MISSED APPROACH: Climb to 2600 then left turn direct CQA NDB and hold.

WAPAKONETA AWOS-3
128.325

DAYTON APP CON
134.45 352.05

UNICOM
122.8 (CTAF)

123.3 ①



CATEGORY	A	B	C	D
S-8	1580-1	686 (700-1)	1580-2 686 (700-2)	NA
CIRCLING	1580-1	686 (700-1)	1580-2 686 (700-2)	NA

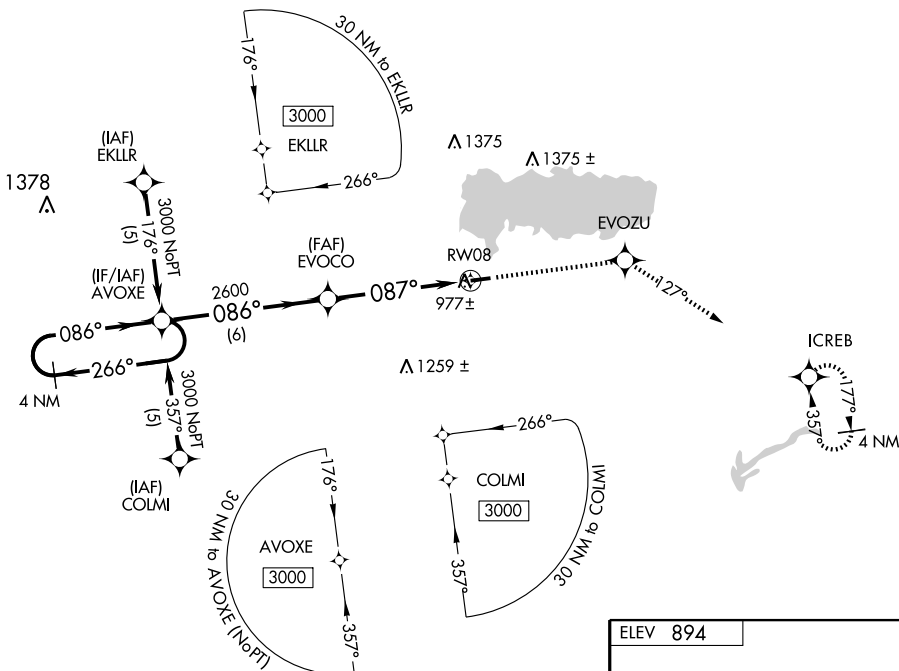
REIL Rwy 8 and 26 ①
MIRL Rwy 8-26 ①

WAAS CH 61116 W08A	APP CRS 087°	Rwy Idg 4400 TDZE 894 Apt Elev 894
--	------------------------	---

RNAV (GPS) RWY 8

CELINA/LAKEFIELD (CQA)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet; increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile and LNAV and circling Cat C visibility ¼ mile.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct EVOZU and via track 127° to ICREB and hold.</p>
---	---

WAPAKONETA AWOS-3
128.325DAYTON APP CON
134.45 352.05UNICOM
122.8 (CTAF)**123.3 0**4 NM
Holding Pattern

AVOXE

EVOCO

3000

EVOZU

trk 127°

ICREB

3000

VGSI and RNAV glidepath
not coincident.

2600

RW08

GS 3.00°
TCH 40

6 NM

5.2 NM

ELEV 894

TDZE
894

955±

087° to
RW08

4400 X 75

955±

REIL Rwy 8 and 26 0
MIRL Rwy 8-26 0

APP CRS **267°**
Rwy Idg **4400**
TDZE **893**
Apt Elev **894**

RNAV (GPS) RWY 26

CELINA/LAKEFIELD (CQA)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet and increase LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

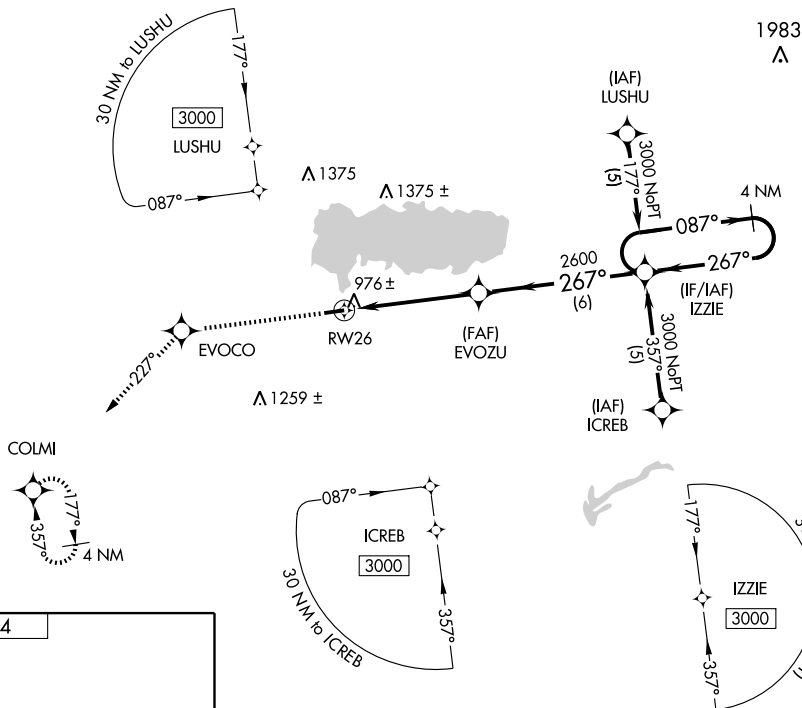
MISSED APPROACH: Climb to 3000 direct EVOCO and via track 227° to COLMI and hold.

WAPAKONETA AWOS-3
128.325

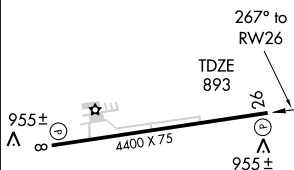
DAYTON APP CON
134.45 352.05

UNICOM
122.8 (CTAF)

123.3 0



ELEV **894**



3000	EVOCO	COLMI	4 NM Holding Pattern	
↑	✦	trk 227°	✦	

REIL Rwy 8 and 26 **0**
MIRL Rwy 8-26 **0**

CHILLICOTHE

ROSS CO (RZT) 6 NW UTC-5(-4DT) N39°26.43' W83°01.38'

725 B S4 FUEL 100LL, JET A NOTAM FILE DAY

RWY 05-23: H5404X100 (ASPH) S-30, D-60 MIRL 0.4% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Tree. RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 12-30: 3130X125 (TURF)

RWY 12: Thld dspcd 330'. P-line. RWY 30: Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 12-30 CLOSED indef. Avionics Shop on fld. MIRL Rwy 05-23 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwy 05 and 23—123.0. Rwy 05-23 555' SW end marked with Chevrons is unusable.

WEATHER DATA SOURCES: AWOS-3 119.225 (740) 779-1364. SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

® COLUMBUS APP/DEP CON 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 211° 47.1 NM to fld. 1350/6W. HIWAS.

YELLOW BUD (T) VOR 112.5 XUB N39°31.61' W82°58.68' 207° 5.6 NM to fld.

NDB (MHW) 236 RZT N39°26.29' W83°01.73' at fld.

NDB unusable 330°-001° byd 10 NM; 060°-077° byd 10 NM and 200°-230° byd 10 NM.

COMM/NAV/WEATHER REMARKS: SAWRS avbl 1300-2300Z± and upon req call (740) 773-4788.

CINCINNATI

CINCINNATI-BLUE ASH (ISZ) 6 NE UTC-5(-4DT) N39°14.80' W84°23.34'

856 B S4 FUEL 100LL, JET A1+ OX 3 NOTAM FILE DAY

RWY 06-24: H3499X75 (ASPH) S-12.5 MIRL 0.7% up SW

RWY 06: REIL. VASI(V2L)—GA 4.0° TCH 20'. Trees.

RWY 24: REIL. VASI(V2L)—GA 4.0° TCH 20'. Trees. Rgt ttc.

AIRPORT REMARKS: Attended Apr-Nov 1200Z±-dusk, Dec-Mar 1300Z±-dusk. Deer and wildlife on and invof arpt.

Noise abatement procedures departing Rwy 24; turn rgt heading 270° after tkf, departing Rwy 06 turn left 360° after tkf. Rwy 06 REIL OTS indef. MIRL Rwy 06-24 preset on low ints dusk-dawn; to increase ints and ACTIVATE twy lgts and wind indicator and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.475 (513) 794-1520.

COMMUNICATIONS: CTAF/UNICOM 123.0

® APP/DEP CON 121.0 CLNC DEL 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96' W84°42.20' 051° 20.2 NM to fld. 879/04W.

NDB (MHW) 388 ISZ N39°14.93' W84°23.38' at fld. NOTAM FILE DAY. NDB OTS indef.

CINCINNATI

H-106, L-29A

IAP

CINCINNATI

L-27E

IAP

APP CRS 228°	Rwy Idg TDZE Apt Elev	5400 716 725
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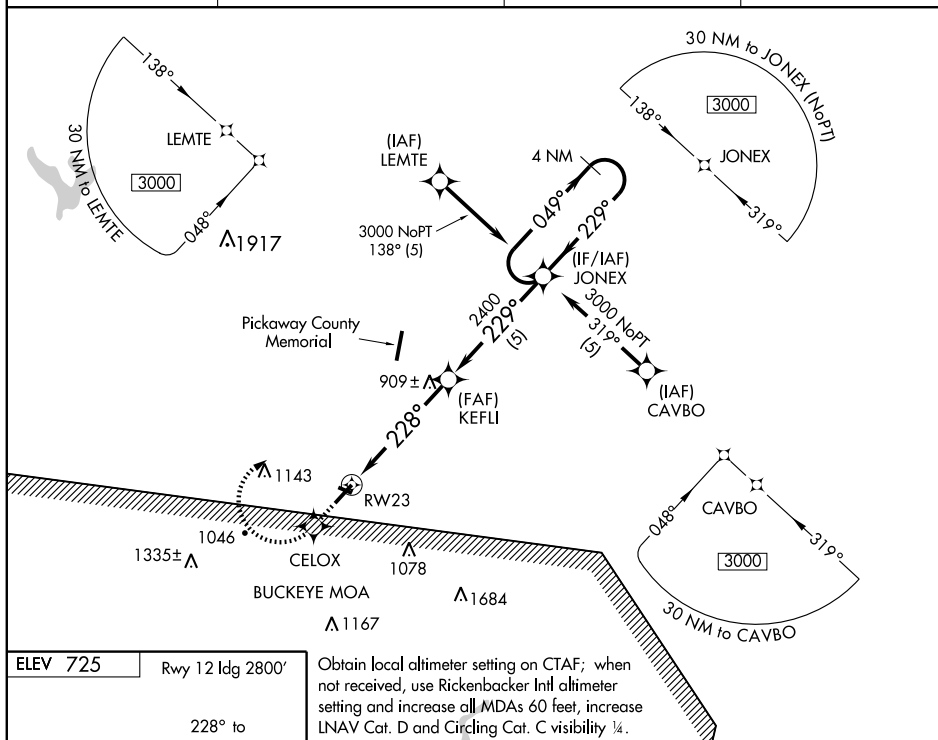
RNAV (GPS) RWY 23

CHILLICOTHE / ROSS COUNTY (RZT)

▼ Baro-VNAV and VDP NA with Rickenbacker Intl altimeter setting.
 ▲ NA Baro-VNAV NA below -16°C (3°F)
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

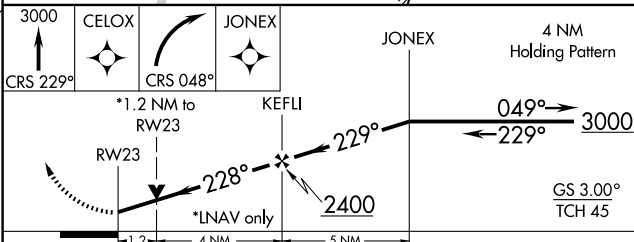
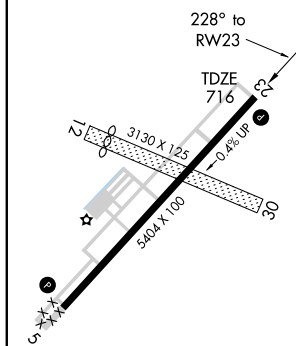
MISSED APPROACH: Climb to 3000 via 229° course to CELOX WP, then right turn via 048° course to JONEX WP and hold.

AWOS-3 119.225	COLUMBUS APP CON 132.3 317.775	UNICOM 122.8 (CTAF)	123.0
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ELEV 725 Rwy 12 Idg 2800'

Obtain local altimeter setting on CTAF; when not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, increase LNAV Cat. D and Circling Cat. C visibility $\frac{1}{4}$.



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1040-1 $\frac{1}{4}$ 324 (400-1 $\frac{1}{4}$)			
LNAV MDA	1120-1	404 (500-1)	1120-1 $\frac{1}{4}$	404 (500-1 $\frac{1}{4}$)
CIRCLING	1320-1 $\frac{1}{4}$ 595 (600-1 $\frac{1}{4}$)	1340-1 $\frac{1}{4}$ 615 (700-1 $\frac{1}{4}$)	1380-1 $\frac{3}{4}$ 655 (700-1 $\frac{3}{4}$)	1400-2 $\frac{1}{4}$ 675 (700-2 $\frac{1}{4}$)

REIL Rwy 5 and 23
 MRL Rwy 5-23

VOR RWY 23

CHILLICOTHE / ROSS COUNTY (RZT)

VOR XUB 112.5	APP CRS 204°	Rwy Idg TDZE Apt Elev	5400 716 725
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▼ Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.
 ▲ NA Circling NA to Rwys 12 and 30.

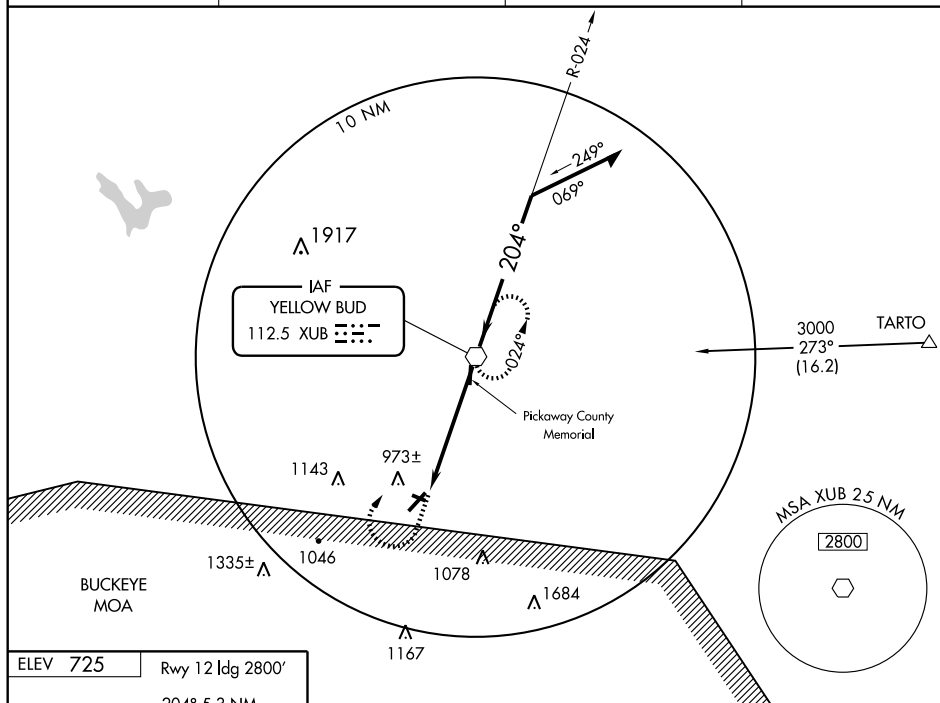
MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3
119.225

COLUMBUS APP CON
132.3 317.775

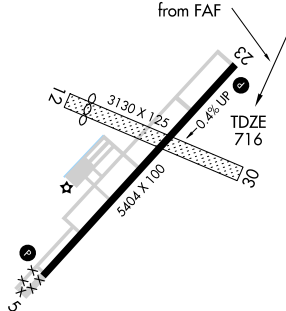
UNICOM
122.8 (CTAF)

123.0 ①



ELEV 725 Rwy 12 Idg 2800'

204° 5.3 NM from FAF

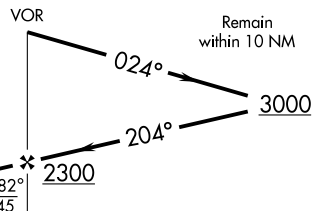


REIL Rwys 5 and 23 ①

MIRL Rwy 5-23 ①

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-23	1220-1	504 (500-1)	1220-1½	504 (500-1½)
CIRCLING	1340-1 615 (700-1)	1360-1 635 (700-1)	1380-1¾ 655 (700-1¾)	1400-2¼ 675 (700-2¼)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-23	1320-1	604 (600-1)	1320-1¾ 604 (600-1¾)	1320-2 604 (600-2)
CIRCLING	1420-1 695 (700-1)	1460-1 735 (800-1)	1480-2¼ 755 (800-2¼)	1500-2½ 775 (800-2½)

CHILLICOTHE, OHIO

Amdt 3B 07074

CHILLICOTHE / ROSS COUNTY (RZT)

39°26'N - 83°01'W

VOR RWY 23

CHILLICOTHE

ROSS CO (RZT) 6 NW UTC-5(-4DT) N39°26.43' W83°01.38'

725 B S4 FUEL 100LL, JET A NOTAM FILE DAY

RWY 05-23: H5404X100 (ASPH) S-30, D-60 MIRL 0.4% up SW

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Tree. RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 12-30: 3130X125 (TURF)

RWY 12: Thld dspcd 330'. P-line. RWY 30: Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Rwy 12-30 CLOSED indef. Avionics Shop on fld. MIRL Rwy 05-23 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwy 05 and 23—123.0. Rwy 05-23 555' SW end marked with Chevrons is unusable.

WEATHER DATA SOURCES: AWOS-3 119.225 (740) 779-1364. SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

® COLUMBUS APP/DEP CON 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 211° 47.1 NM to fld. 1350/6W.
HIWAS.

YELLOW BUD (T) VOR 112.5 XUB N39°31.61' W82°58.68' 207° 5.6 NM to fld.

NDB (MHW) 236 RZT N39°26.29' W83°01.73' at fld.

NDB unusable 330°-001° byd 10 NM; 060°-077° byd 10 NM and 200°-230° byd 10 NM.

COMM/NAV/WEATHER REMARKS: SAWRS avbl 1300-2300Z± and upon req call (740) 773-4788.

CINCINNATI

CINCINNATI-BLUE ASH (ISZ) 6 NE UTC-5(-4DT) N39°14.80' W84°23.34'

856 B S4 FUEL 100LL, JET A1+ OX 3 NOTAM FILE DAY

RWY 06-24: H3499X75 (ASPH) S-12.5 MIRL 0.7% up SW

RWY 06: REIL. VASI(V2L)—GA 4.0° TCH 20'. Trees.

RWY 24: REIL. VASI(V2L)—GA 4.0° TCH 20'. Trees. Rgt ttc.

AIRPORT REMARKS: Attended Apr-Nov 1200Z±-dusk, Dec-Mar 1300Z±-dusk. Deer and wildlife on and invof arpt.

Noise abatement procedures departing Rwy 24; turn rgt heading 270° after tkf, departing Rwy 06 turn left 360° after tkf. Rwy 06 REIL OTS indef. MIRL Rwy 06-24 preset on low ints dusk-dawn; to increase ints and ACTIVATE twy lgts and wind indicator and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.475 (513) 794-1520.

COMMUNICATIONS: CTAF/UNICOM 123.0

® APP/DEP CON 121.0 CLNC DEL 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96' W84°42.20' 051° 20.2 NM to fld. 879/04W.

NDB (MHW) 388 ISZ N39°14.93' W84°23.38' at fld. NOTAM FILE DAY. NDB OTS indef.

CINCINNATI

H-106, L-29A

IAP

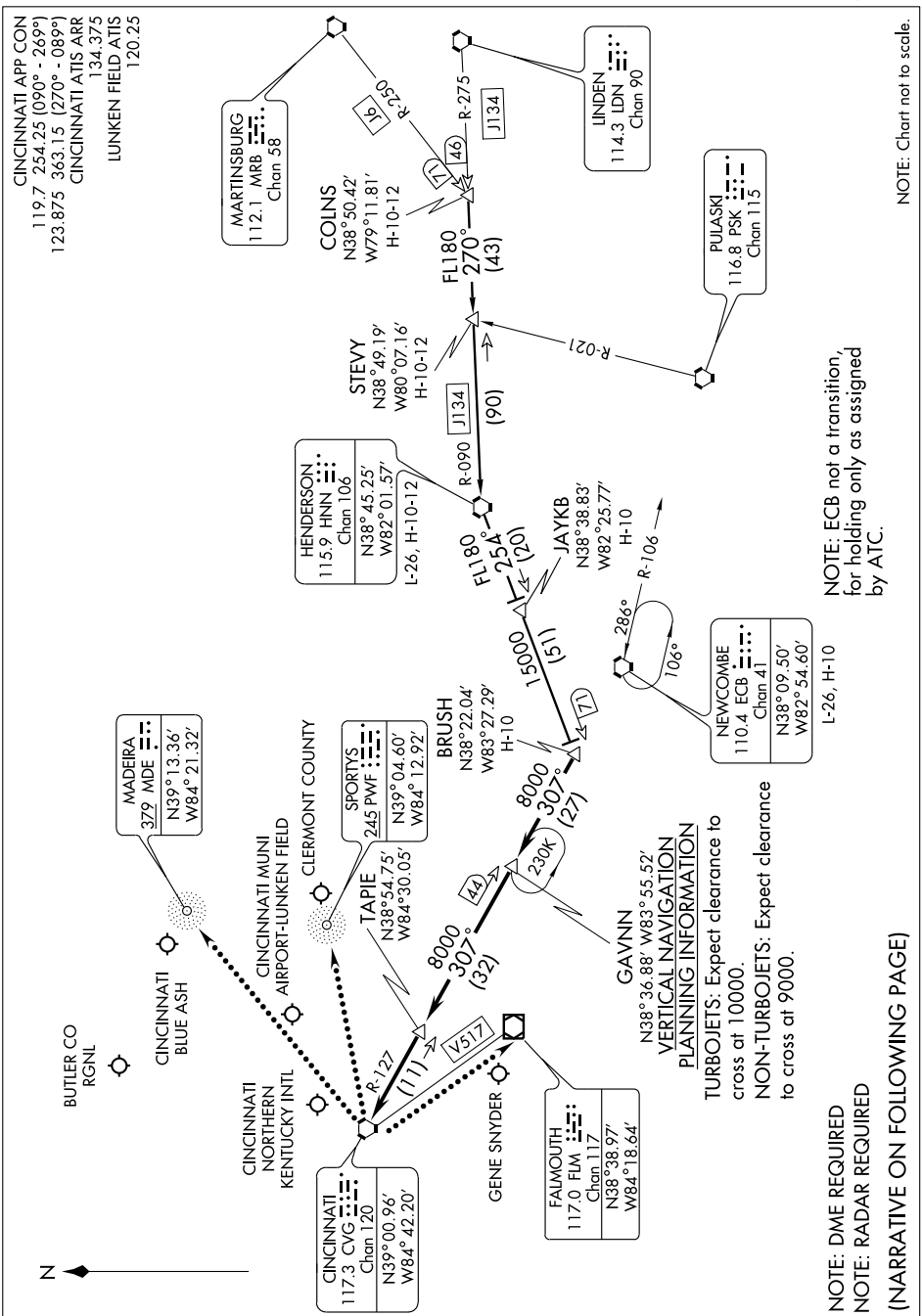
CINCINNATI

L-27E

IAP

BRUSH ONE ARRIVAL

SE-1, 26 AUG 2010 to 23 SEP 2010



BRUSH ONE ARRIVAL

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

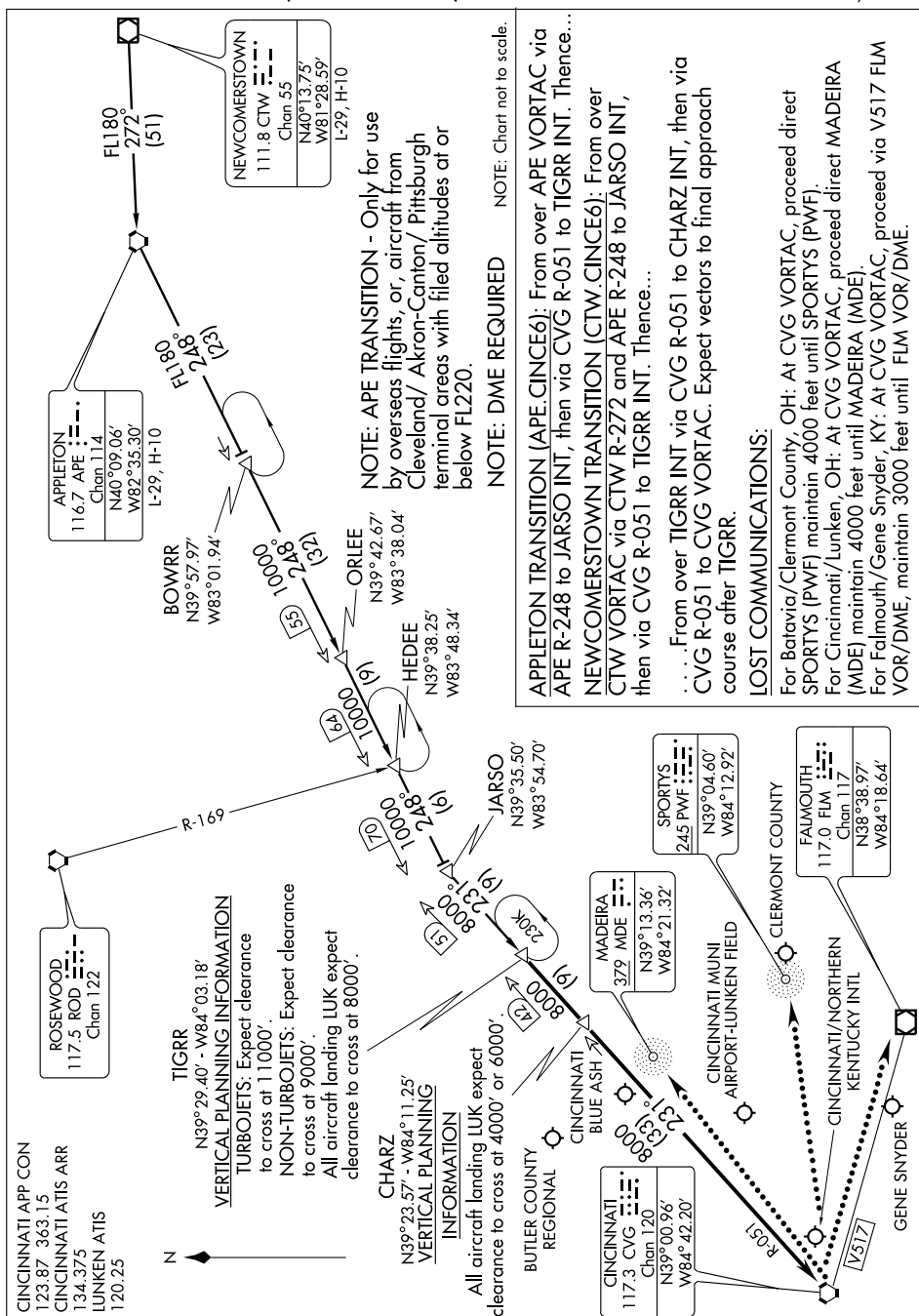
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO



SE-1. 26 AUG 2010 to 23 SEP 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

(GENUS.GENUS1) 08157
GENUS ONE ARRIVAL

ST-83 (FAA)

CINCINNATI, OHIO

CINCINNATI APP CON
119.7 363.15
LUNKEN FIELD ATIS
120.25
LUNKEN TOWER
118.7 257.8

BUTLER COUNTY
RGNL

CINCINNATI
BLUE ASH

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT
COUNTY

CINCINNATI
117.3 CVG
Chan 120

GENE SNYDER

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

LOUISVILLE
114.8 IUU
Chan 95
N38°06.21' - W85°34.65'
L-26-27, H-5-10

MAA FL 180
10000
073°
(50)

GENUS
N38°19.85'
W84°33.11'

LEXINGTON
112.6 HYK
Chan 73

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

APP CRS	Rwy Idg	3500
059°	TDZE	856
	Apt Elev	856

GPS RWY 6

CINCINNATI-BLUE ASH (ISZ)

▲ NA

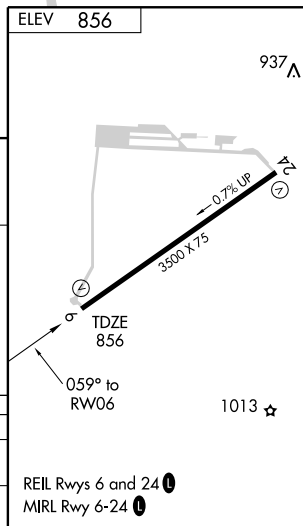
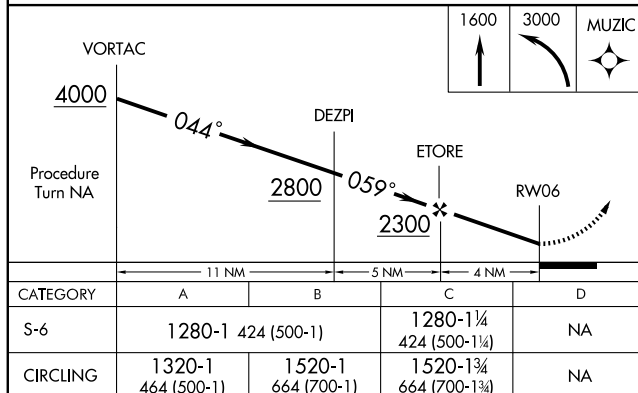
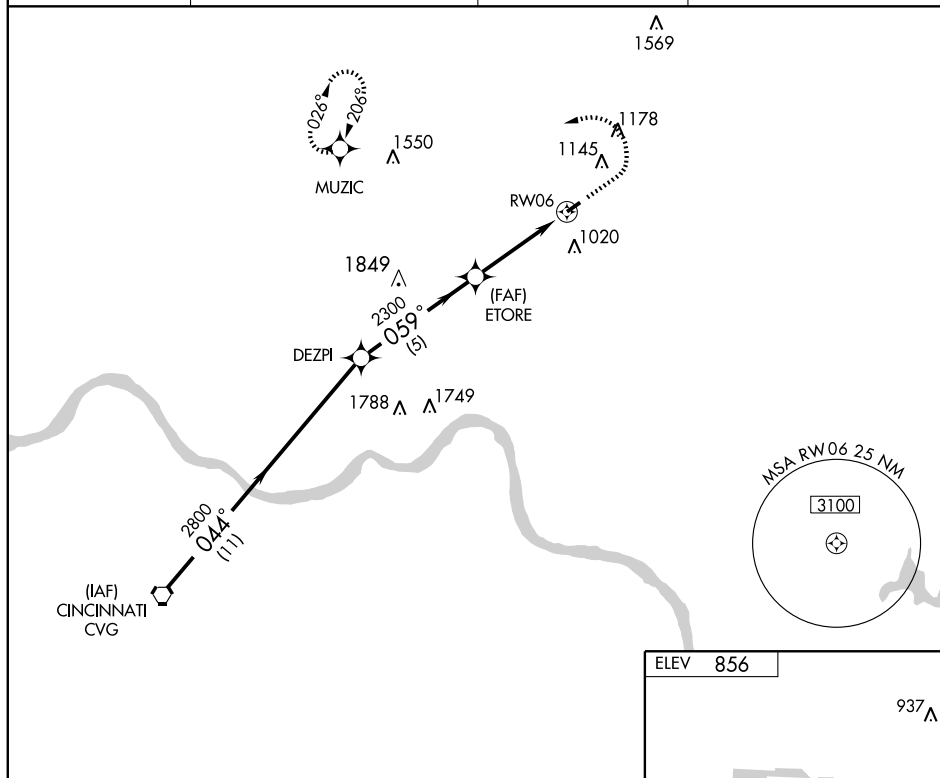
MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct MUZIC WP and hold.

AWOS-3
118.475

CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

UNICOM
123.0 (CTAF) 0



APP CRS	Rwy Idg	3500
239°	TDZE	851
	Apt Elev	856

GPS RWY 24

CINCINNATI-BLUE ASH (ISZ)

▲ NA

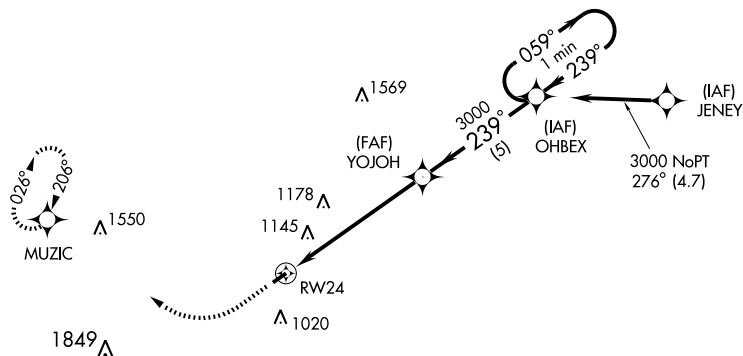
MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct MUZIC WP and hold.

AWOS-3
118.475

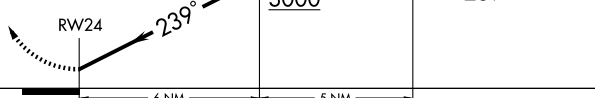
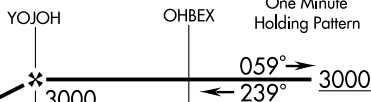
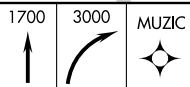
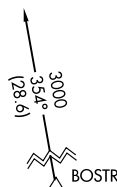
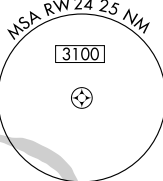
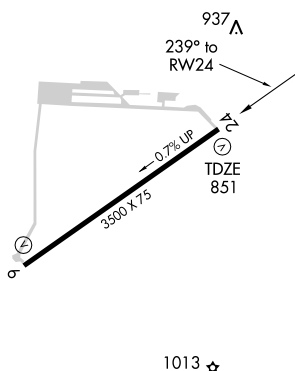
CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

UNICOM
123.0 (CTAF) 0



ELEV 856



CATEGORY	A	B	C	D
S-24	1480-1	629 (700-1)	1480-1¾ 629 (700-1¾)	NA
CIRCLING	1480-1 624 (700-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

REIL Rwy 6 and 24 0
MIRL Rwy 6-24 0

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON

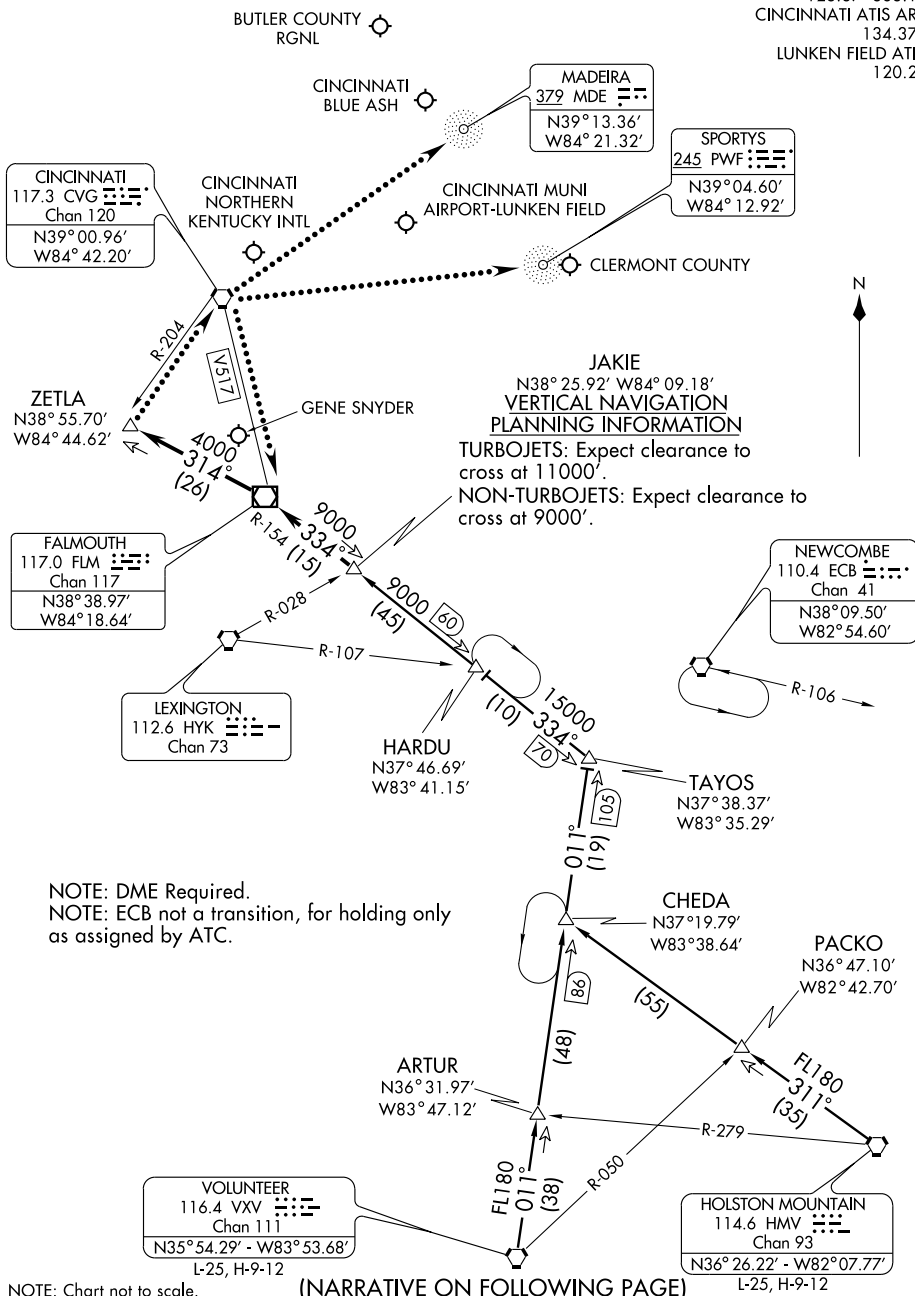
123.87 363.15

CINCINNATI ATIS ARR

134.375

LUNKEN FIELD ATIS

120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

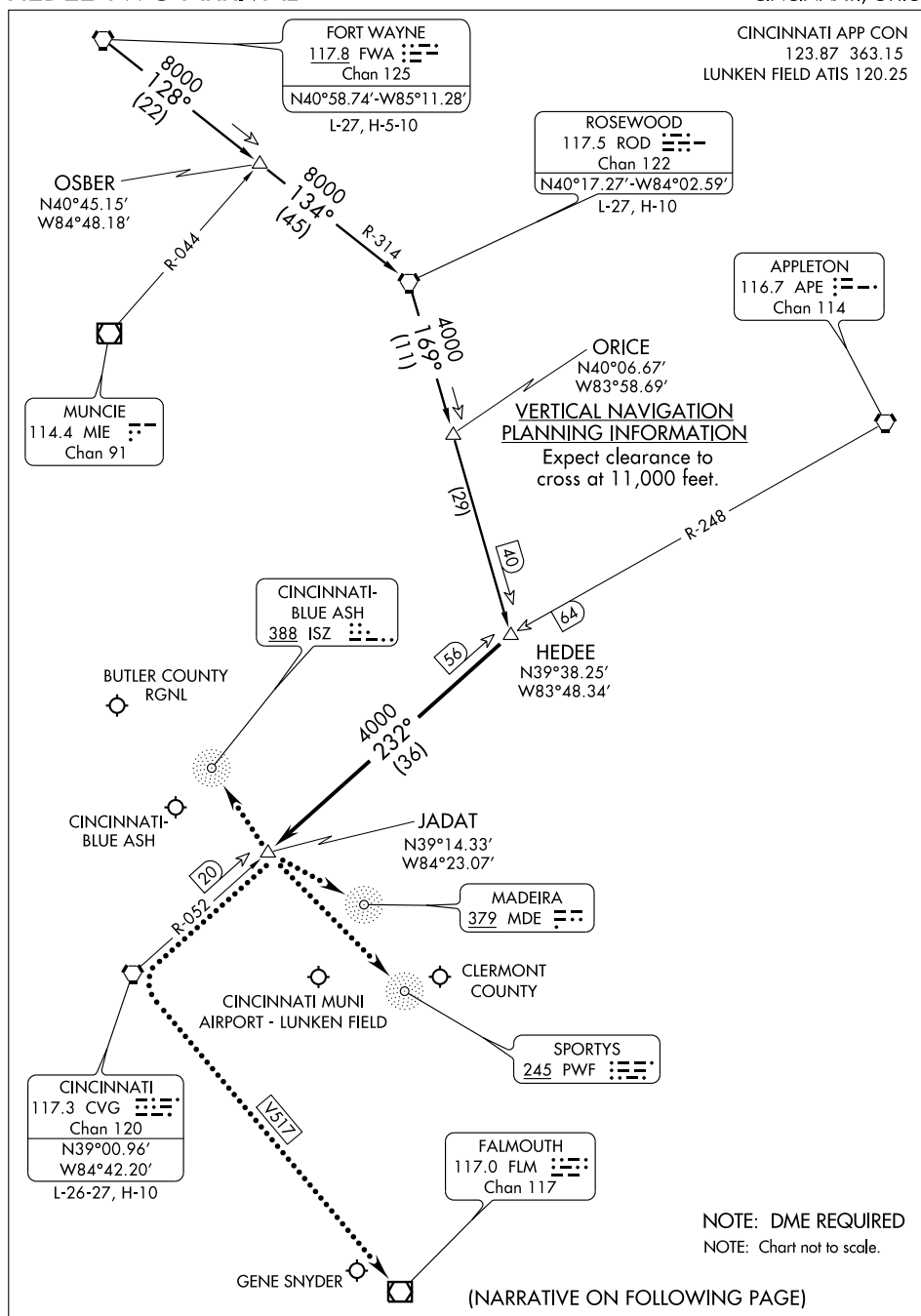
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

NDB ISZ 388	APP CRS 050°	Rwy Idg TDZE Apt Elev	3500 856 856
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NDB RWY 6

CINCINNATI-BLUE ASH (ISZ)

▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct ISZ NDB and hold.

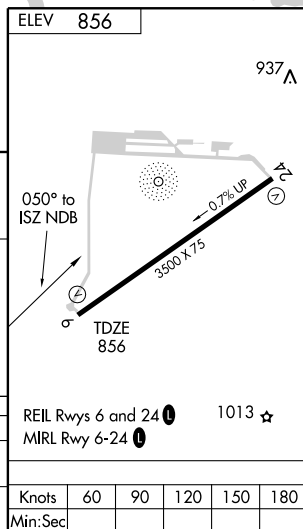
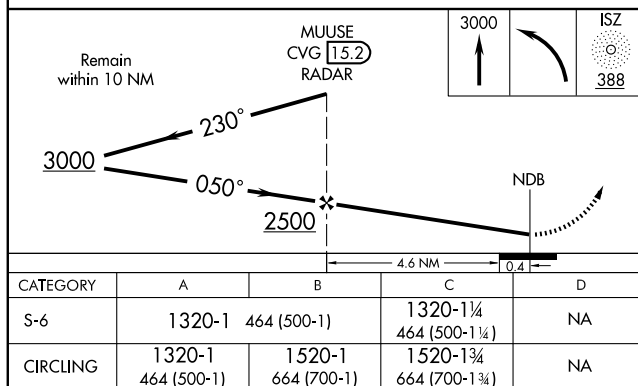
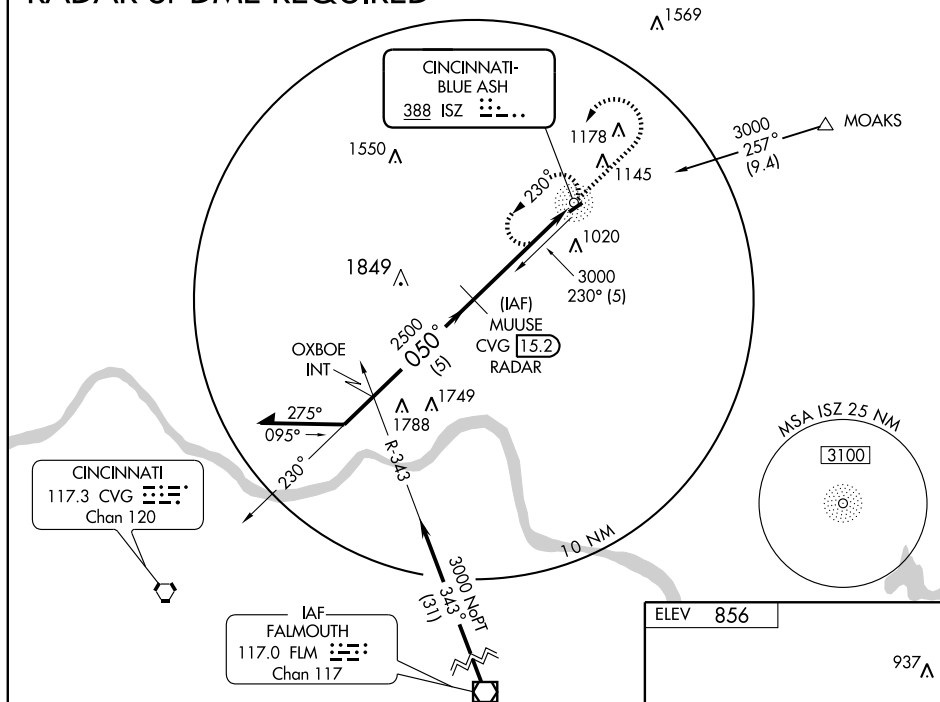
AWOS-3
118.475

CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

UNICOM
123.0 (CTAF) 0

RADAR or DME REQUIRED



VORTAC CVG 117.3 Chan 120	APP CRS 231°	Rwy Idg TDZE Apt Elev	3500 851 856
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VOR RWY 24
CINCINNATI-BLUE ASH (ISZ)

▲ NA

MISSED APPROACH: Climb to 3000 then right turn via CVG R-051 to ICING Int/26 DME/RADAR and hold.

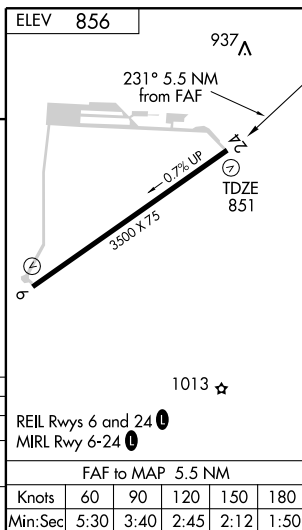
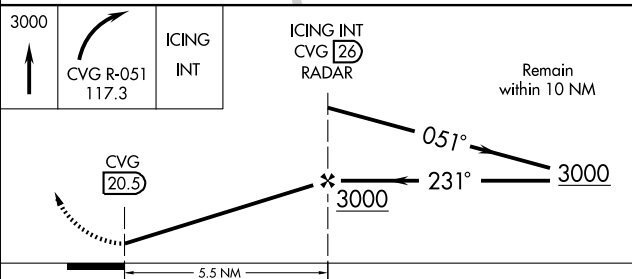
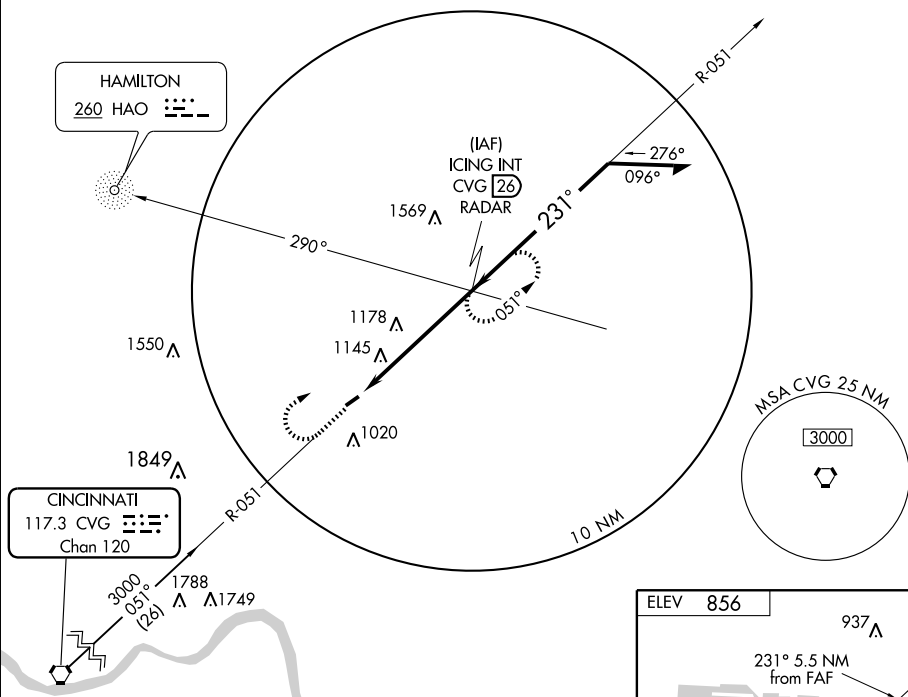
AWOS-3
118.475

CINCINNATI APP CON
121.0 257.725

CLNC DEL
124.9

UNICOM
123.0 (CTAF) 0

ADF, DME or RADAR REQUIRED



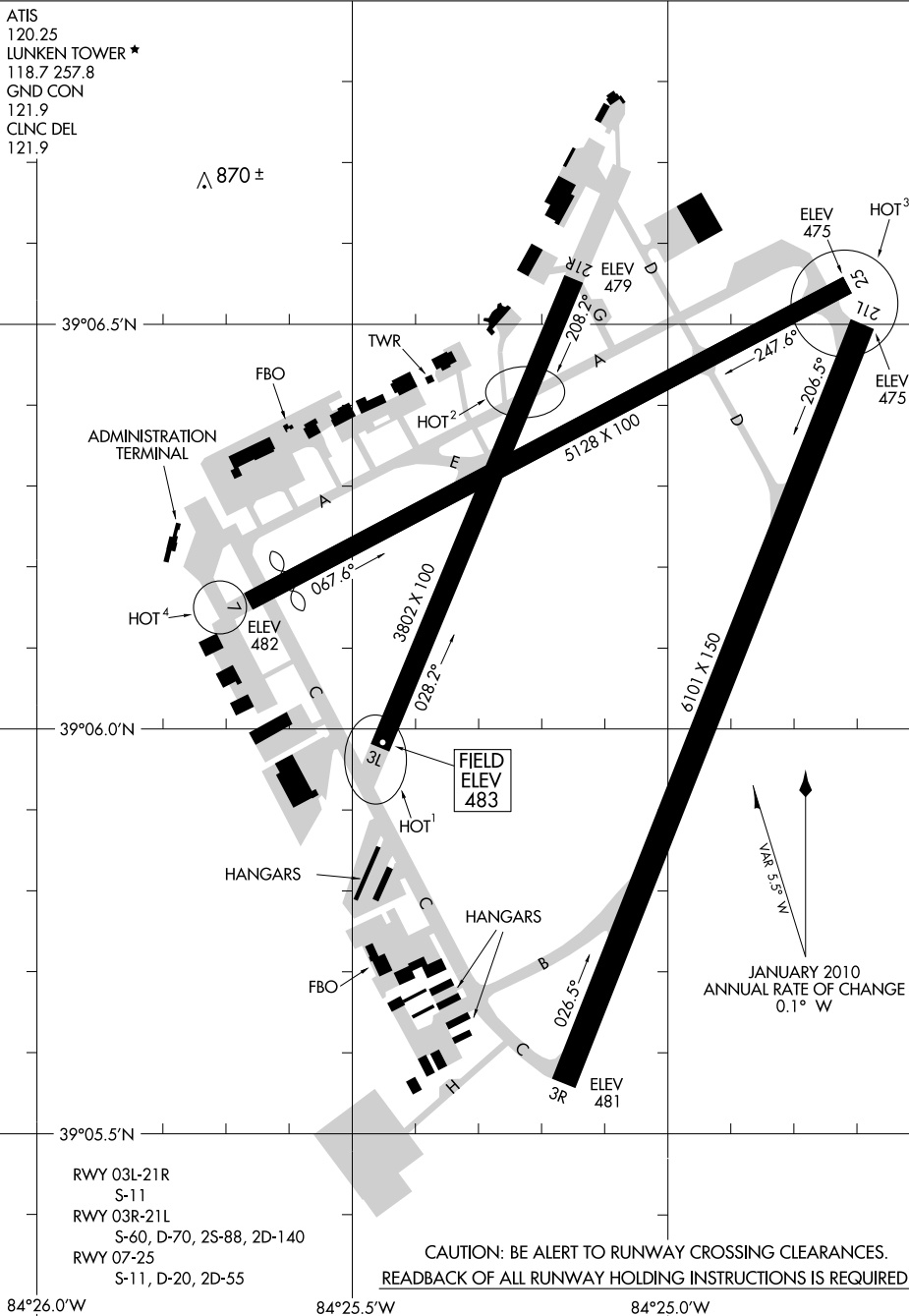
CATEGORY	A	B	C	D
S-24	1480-1 629 (700-1)	1480-1¼ 629 (700-1¼)	1480-1½ 629 (700-1½)	NA
CIRCLING	1480-1 624 (700-1)	1520-1¼ 664 (700-1¼)	1520-1¾ 664 (700-1¾)	NA

REIL Rwy 6 and 24 0					
MIRL Rwy 6-24 0					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

AIRPORT DIAGRAM

AL-83 (FAA)

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
CINCINNATI, OHIO



AIRPORT DIAGRAM

CINCINNATI, OHIO
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

CINCINNATI MUNI ARPT LUNKEN FLD (LUK) 3 SE UTC-5(-4DT)

CINCINNATI

H-106, L-27E

IAP, AD

N39°06.20' W84°25.12'

483 B S4 FUEL 100LL, JET A+ OX 1 LRA Class IV, ARFF Index A NOTAM FILE LUK

RWY 07-25: H5128X100 (ASPH-GRVD) S-60, D-70, 2S-88,

2D-140 HIRL

RWY 03R: REIL. PAPI(P4R). Tree.

RWY 21L: MALSR. VASI(V4L)—GA 3.0° TCH 38'. Trees.

RWY 07-25: H5128X100 (ASPH-GRVD) S-11, D-20, 2D-55 MIRL

RWY 07: Thld dsplcd 439'. Tree.

RWY 25: VASI(V4L)—GA 3.0° TCH 39'. Trees.

RWY 03L-21R: H3802X100 (ASPH) S-11 MIRL

RWY 03L: Trees. RWY 21R: VASI(V4L)—GA 4.0 TCH 46'. Tree.

AIRPORT REMARKS: Attended continuously. Fuel JET A+

C513-871-2020. Deer and birds on and invof arpt. 48 hr PPR for

unscheduled air carrier ops with more than 30 passenger seats

call 513-352-6340. Noise abatement procedures in effect call

513-352-6340. Acft maintenance run-ups restricted between

0200-1200Z. Rwy 25 and Rwy 21L apch ends are closely

aligned. Rotating bcn located 1.7 NM east of the center of Lunken

arpt. Verify correct rwy and compass heading prior to departure.

Rwys 03L-21R and 07-25 and Twy D not avbl for acft with more

than 30 passenger seats. When twr clsd HIRL Rwy 03R-21L

preset on med ints; to increase ints and ACTIVATE MALSR Rwy 21L—CTAF. MIRL Rwy 03L-21R and Rwy 07-25

unavbl. Ldg fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (513) 321-6291.**COMMUNICATIONS:** CTAF 118.7 ATIS 120.25 UNICOM 122.95

RCO 122.4 (DAYTON RADIO).

⑧ APP/DEP CON 121.0

LUNKEN TOWER 118.7 133.925 (1200-0400Z) CLNC DEL 124.9 (use when twr closed)

GND CON/CLNC DEL 121.9

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96' W84°42.20' 072° 14.3 NM to fld. 879/04W.

NDB (MHW) 335 LUK N39°09.58' W84°20.48' 231° 4.9 NM to fld. NOTAM FILE LUK.

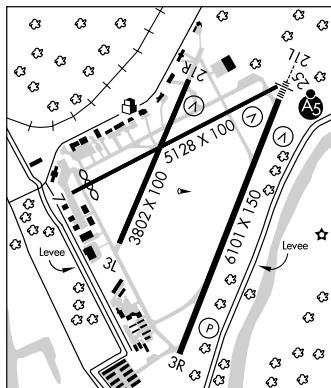
Unmonitored when twr clsd.

MADEIRA NDB (MHW) 379 MDE N39°13.37' W84°21.32' 206° 7.7 NM to fld. NOTAM FILE LUK.

Unmonitored when twr clsd.

ILS/DME 110.9 I-LUK Chan 46 Rwy 21L. Class IA. LOC BC unusable byd 10 NM and 15° left and

right of course. DME unusable byd 5° left and right of BC. DME unusable byd 25° left and right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.**CINCINNATI/NORTHERN KENTUCKY INTL** (See COVINGTON, KY)**CINCINNATI WEST** (See HARRISON)**CIRCEVILLE** N39°31.39' W82°58.78' NOTAM FILE DAY.

CINCINNATI

NDB (MHW) 366 CYO at Pickaway Co Meml. Unmonitored. SHUTDOWN.

L-29A

CIRCEVILLE**CLARKS DREAM STRIP** (Ø31) 4 NW UTC-5(-4DT) N39°38.62' W83°01.05'

CINCINNATI

680 NOTAM FILE DAY

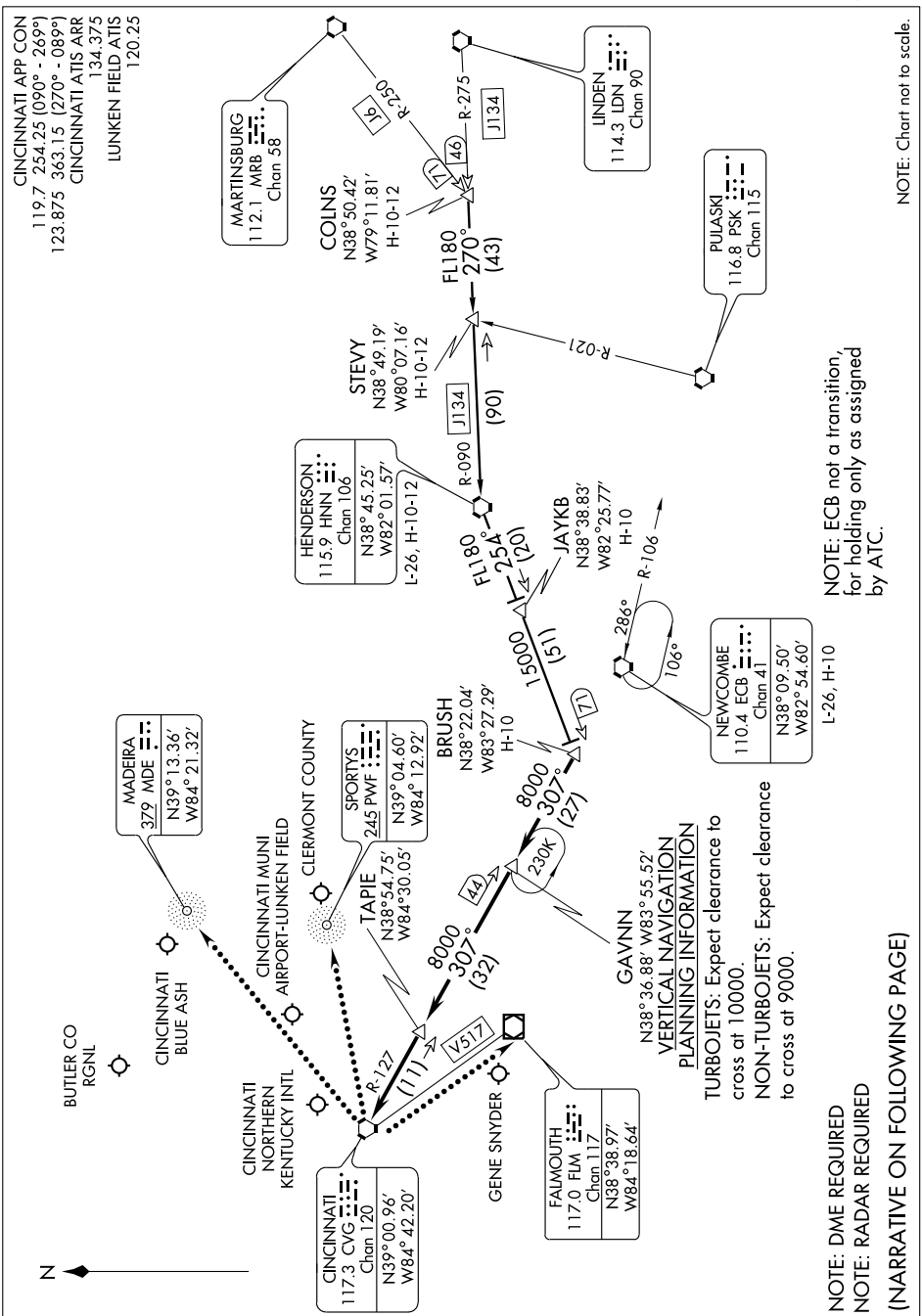
RWY 13-31: 2375X90 (TURF)

RWY 13: Trees. RWY 31: Trees.

AIRPORT REMARKS: Attended dawn-dusk. Parachute jumping. Repairs—part time weekends.**COMMUNICATIONS:** CTAF 122.9

BRUSH ONE ARRIVAL

SE-1, 26 AUG 2010 to 23 SEP 2010



BRUSH ONE ARRIVAL

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

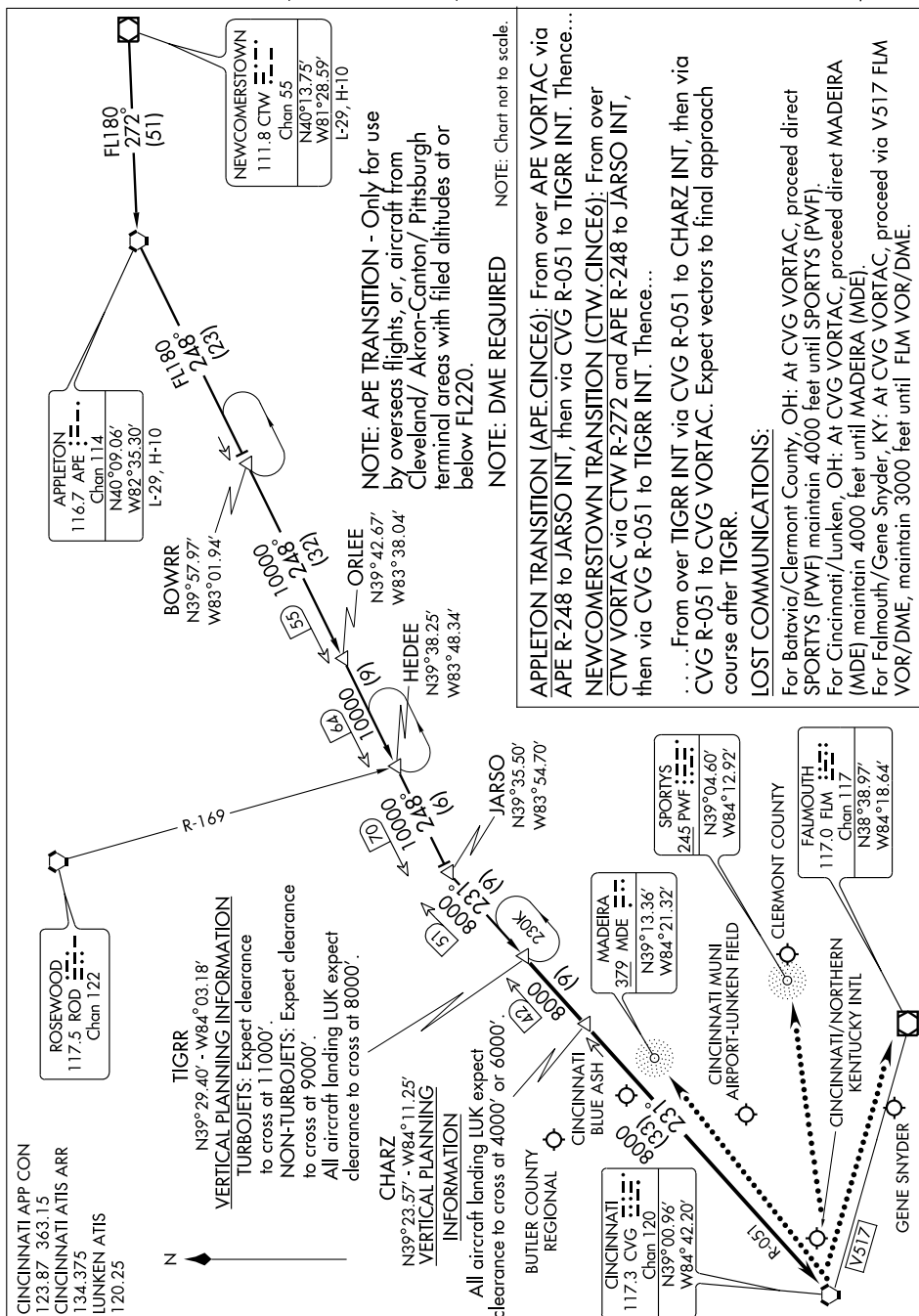
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

SE-1, 26 AUG 2010 to 23 SEP 2010



CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

(GENUS.GENUS1) 08157
GENUS ONE ARRIVAL

ST-83 (FAA)

CINCINNATI, OHIO

CINCINNATI APP CON
119.7 363.15
LUNKEN FIELD ATIS
120.25
LUNKEN TOWER
118.7 257.8

BUTLER COUNTY
RGNL

CINCINNATI
BLUE ASH

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT
COUNTY

CINCINNATI
117.3 CVG
Chan 120

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

LOUISVILLE
114.8 IUU
Chan 95
N38°06.21' - W85°34.65'
L-26-27, H-5-10

MAA FL 180
10000
073°
(50)

GENUS
N38°19.85'
W84°33.11'

LEXINGTON
112.6 HYK
Chan 73

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

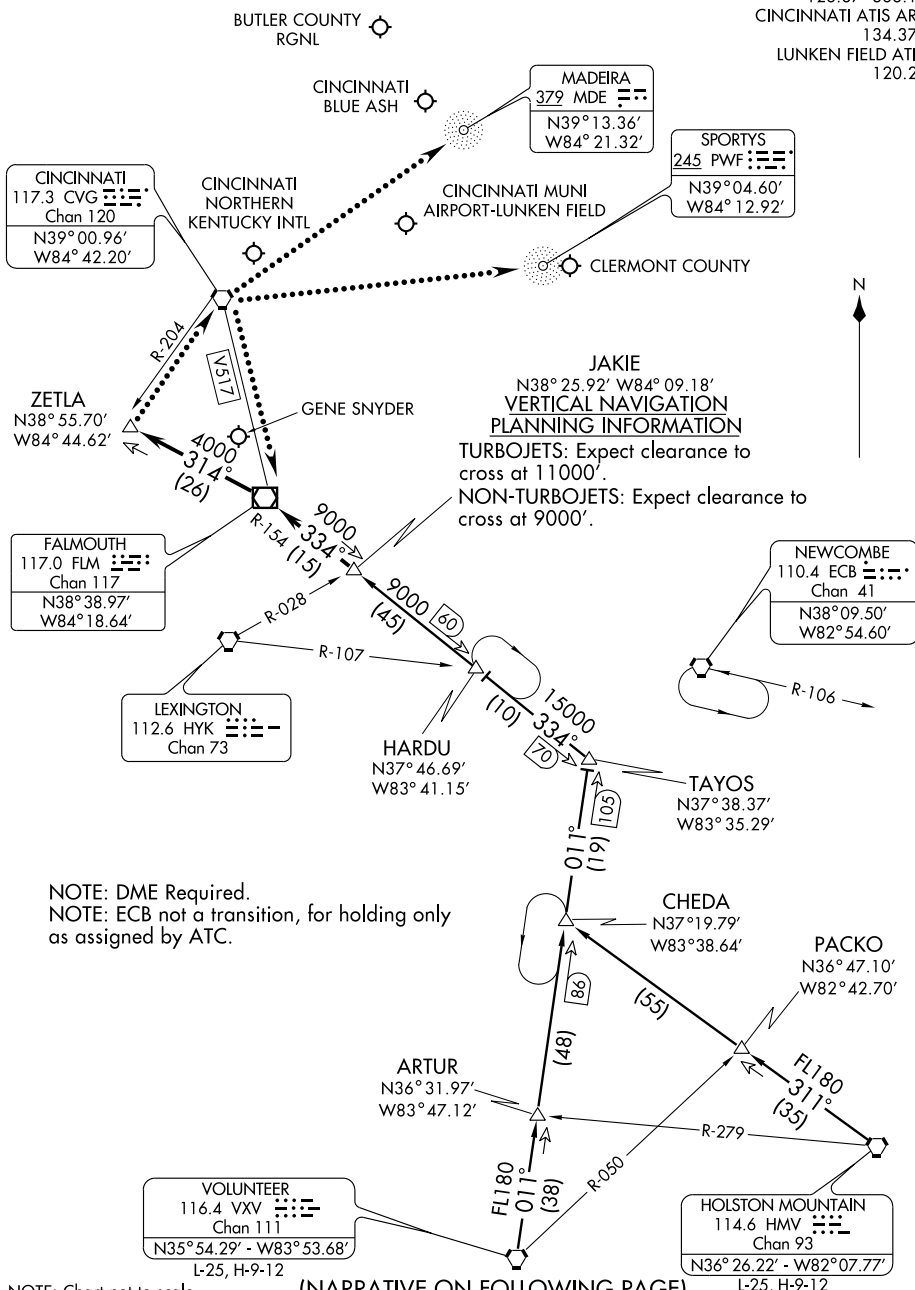
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

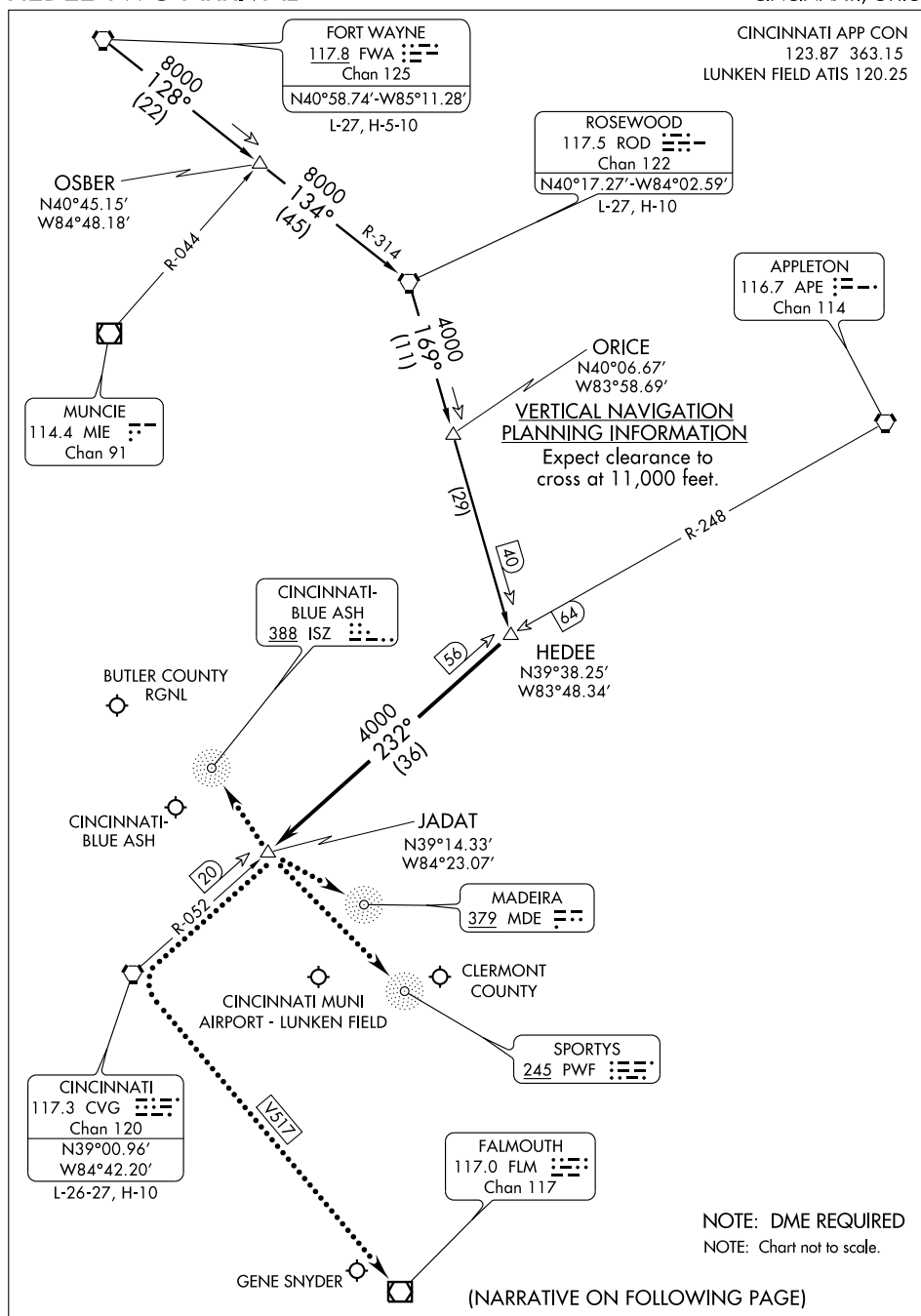
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LUK 110.9 Chan 46	APP CRS 205°	Rwy Idg TDZE Apt Elev	6101 475 483
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ILS or LOC RWY 21L

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet. For KEELY OM Minimums: increase S-LOC-21L Cats. C and D, Circling Cats. A, B and D visibility $\frac{1}{4}$ mile, Circling Cat. C visibility $\frac{1}{2}$ mile. Inoperative table does not apply to S-LOC-21L Cat. A. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For inoperative MALSR, increase S-LOC-21L Cat. B visibility $\frac{1}{4}$ mile. For KEELY OM Minimums: Increase S-LOC-21L Cats. A and B visibility $\frac{1}{4}$ mile. When using Cincinnati/Northern Kentucky Intl altimeter setting: Increase S-ILS-21L all Cats. visibility $\frac{1}{2}$ mile.

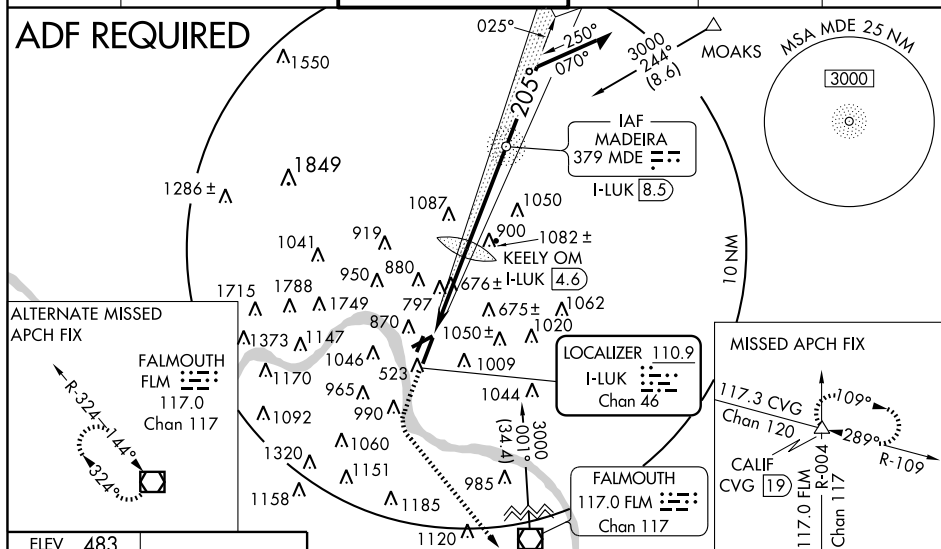
MALSR



MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 via heading 140° and CVG VORTAC R-109 to CALIF INT/CVG 19 DME and hold.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ADF REQUIRED



ELEV 483	205° 7.3 NM from FAF	2000	2600	CVG R-109 117.3	CALIF	NDB I-LUK [8.5]	Remain within 10 NM
△ 870	522 △	140°	1607	1600*	2902	025°	3000
△ 621±	TWR 553	* LOC only.	I-LUK [2.9]	KEELY OM I-LUK [4.6]	1600*	205°	3000
△ 551	5128 X 100	I-LUK [1.2]	1607	1600*	1600*	3000	GS 3.00° TCH 39
△ 576	3802 X 100	1.7	1.7	3.9 NM	1.7	1.7	3.9 NM
△ 559	6101 X 150	TDZE 475	REIL Rwy 3R	HIRL Rwy 3R-21L	MIRL Rwy 3L-21R and 7-25	FAF to MAP 7.3 NM	
Knots	60	90	120	150	180		
Min:Sec	7:18	4:52	3:39	2:55	2:26		

NDB MDE	APP CRS	Rwy Idg	6101
<u>379</u>	205°	TDZE	475
		Apt Elev	483

NDB RWY 21L

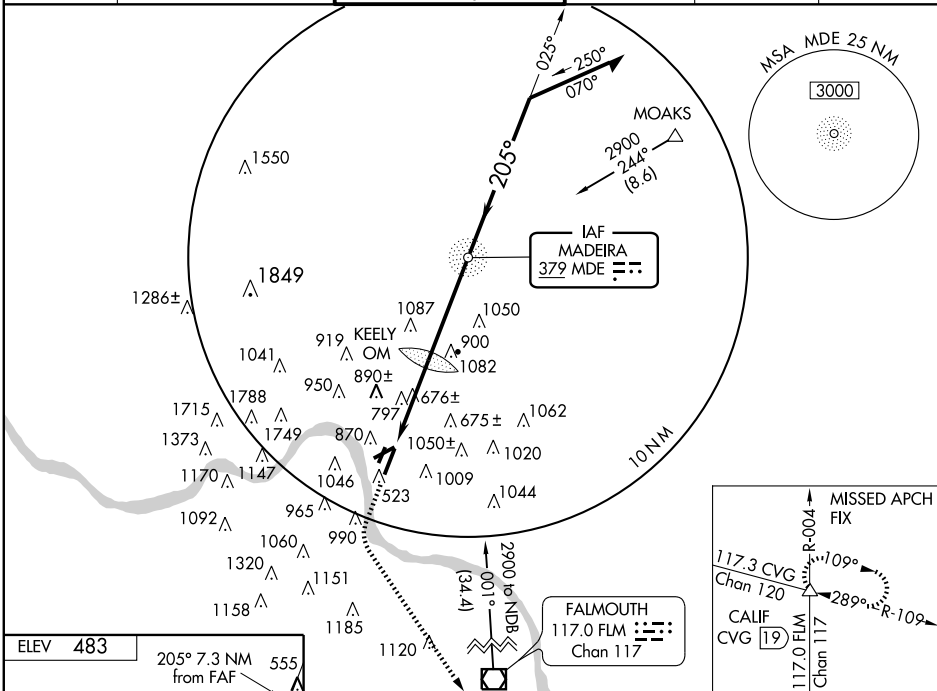
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

⚠ Inoperative table does not apply to S-21L Cat A. KEELY OM Minimums: For inoperative MALS/R increase S-21L Cat B visibility to RVR 6000. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet, increase KEELY OM Minimums S-21L Cats C and D, circling Cats A, B & D visibility ½ mile, and increase circling Cat C visibility ½ mile.



MISSED APPROACH: Climb to 2000 via heading 205° then climbing left turn to 2600 via heading 150° and via CVG VORTAC R-109 to CALIF INT and hold.

ATIS 120.25	CINCINNATI APP CON 121.0 257.725	LUNKEN TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min: Sec	7:18	4:52	3:39	2:55	2:26

CATEGORY	A	B	C	D
S-21L	1600/60 1125 (1200-1¼)	1600-2½ 1125 (1200-2½)	1600-2¾ 1125 (1200-2¾)	1600-2¾ 1125 (1200-2¾)
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-21L	1240/40 765 (800-¾)	1240-1¾ 765 (800-1¾)	1240-2¼ 765 (800-2¼)	1240-2¼ 765 (800-2¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

CINCINNATI, OHIO

Amdt 16 09071

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

39°06'N - 84°25'W

NDB RWY 21L

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

NDB RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

▼ If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDAs 100 feet.
 ▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 via heading 185° and CVG VORTAC R-109 to CALIF Int and hold.

ATIS
120.25

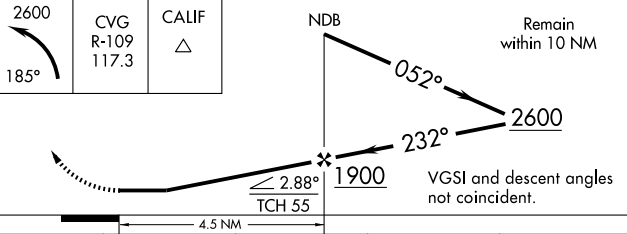
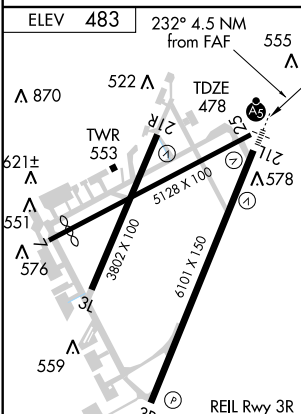
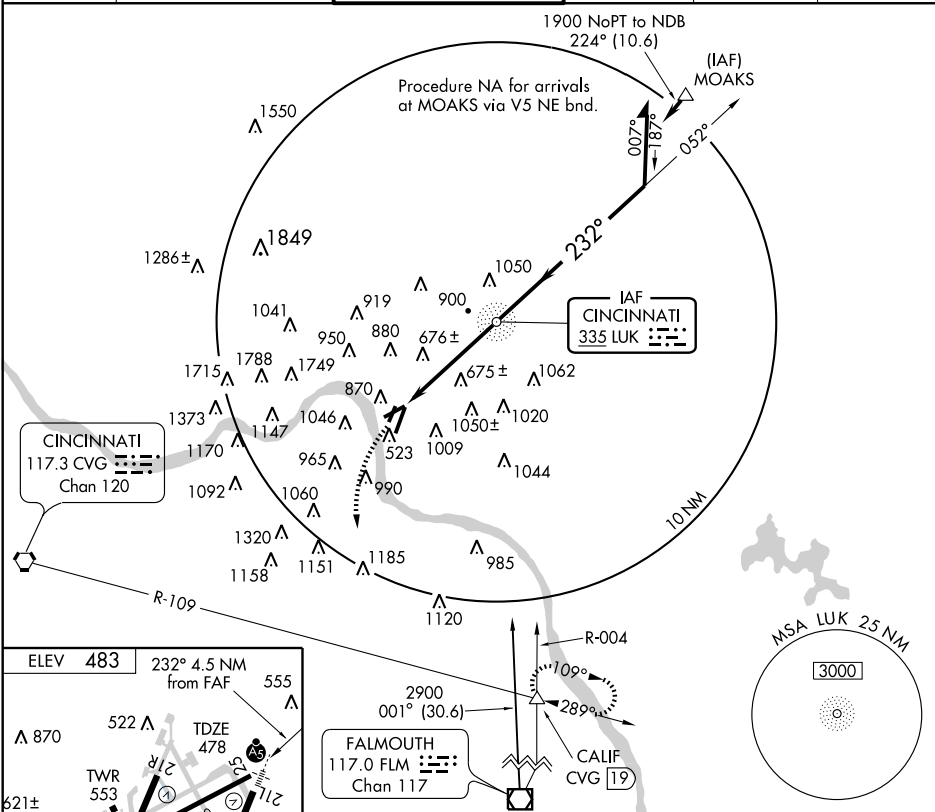
CINCINNATI APP CON
121.0 257.725

LUNKEN TOWER ★
118.7 (CTAF) 257.8

GND CON
121.9

CLNC DEL
121.9

UNICOM
122.95



CATEGORY	A	B	C	D
S-25	1320 - 1 842 (900-1)	1320 - 1½ 842 (900-1½)	1320 - 2½ 842 (900-2½)	1320 - 2¾ 842 (900-2¾)
CIRCLING	1320 - 1 837 (900-1)	1360 - 1½ 877 (900-1½)	1360 - 2½ 877 (900-2½)	1360 - 2¾ 877 (900-2¾)

WAAS CH 42511 W21A	APP CRS 205°	Rwy Idg 6101 TDZE 475 Apt Elev 483
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RNAV (GPS) RWY 21L

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet, all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV Cats C and D, LNAV Cat B, and Circling Cats B & D visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. For inoperative MALSR, increase LPV all Cats visibility ½ mile. Inoperative table does not apply to LNAV/VNAV.

MALS



MISSED APPROACH:
Climb to 2600 direct JUKIB
and via 146° track to CALIF
and hold.

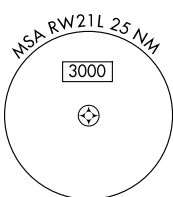
ATIS
120.25

CINCINNATI APP CON
121.0 257.725

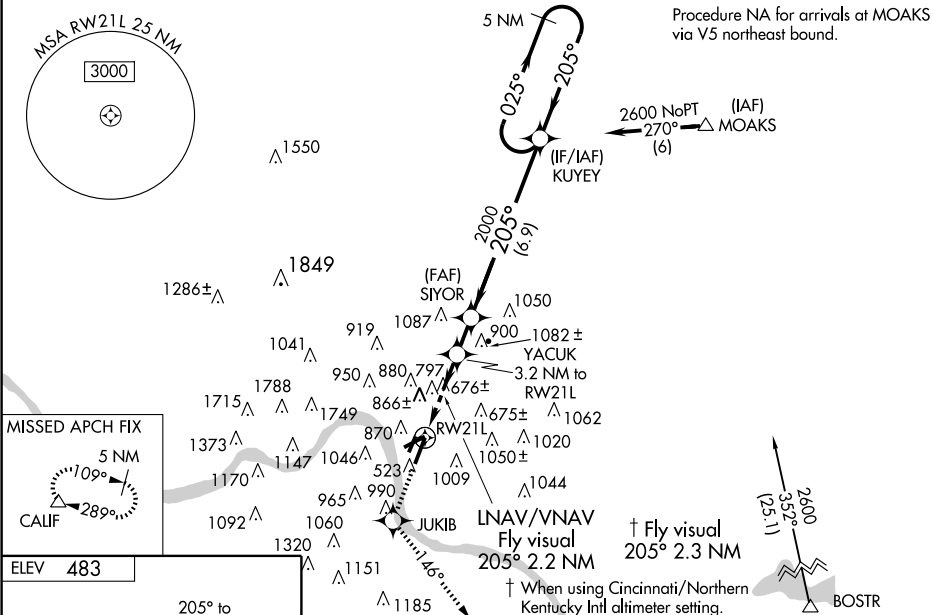
LUNKEN TOWER ★
118.7 (CTAF) **L** 257.8

GND CON
121.9

CLNC DEL
121.9

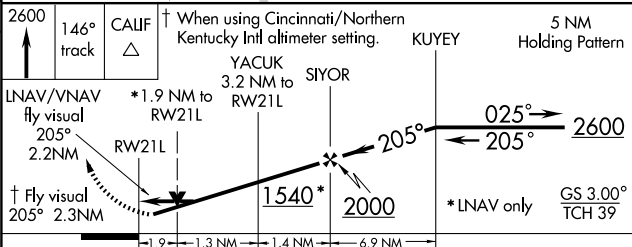
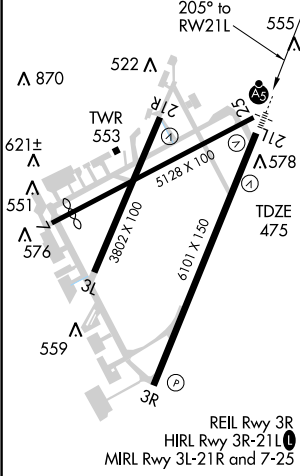
UNICOM
122.95

Procedure NA for arrivals at MOAKS
via V5 northeast bound.



ELEV	483
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CATEGORY	A		B	C	D
LPV DA	834/40 359 (400-¾)				
INAV/ VNAV DA	1230-2 755 (800-2)	1230-2¼ 755 (800-2¼)		1230-2½ 755 (800-2½)	
INAV MDA	1120/40 645 (700-¾)	1120/60 645 (700-1¼)		1120-1½ 645 (700-1½)	
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)		1360-2¾ 877 (900-2¾)

CINCINNATI, OHIO

Orig 09071

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

39°06'N - 84°25'W

RNAV (GPS) RWY 21L

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 86701 W25A	APP CRS 246°	Rwy Idg TDZE Apt Elev	5128 478 483
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

T DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all

A DAs/MDAs 100 feet. Visibility reduction by helicopter NA.

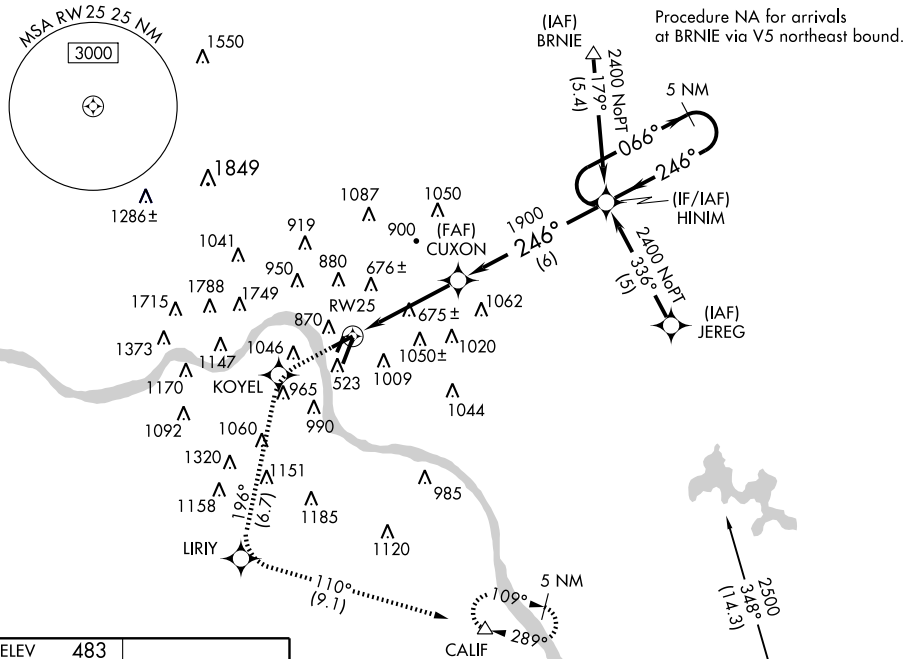
MISSED APPROACH: Climb to 2600 direct KOYEL and left turn via 196° track to LIRIY, and via 110° track to CALIF and hold.

ATIS
120.25

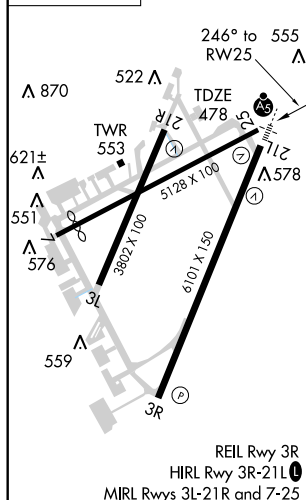
CINCINNATI APP CON
121.0 257.725

LUNKEN TOWER ★
118.7 (CTAF) **L** 257.8

GND CON
121.9

CLNC DEL
121.9UNICOM
122.95

ELEV	483
------	-----



2600
↑

KOYEL

196° track

CUXON

110° track

LIRY

CALIF
△

HINIM

5 NM Holding Pattern

066° → 2400
← 246°

1900

4.3 NM

6 NM

VGS1 and RNAV glidepath not coincident.

RW25

CATEGORY	A	B	C	D
LPV DA	875-1½ 397 (400-1½)			
RNAV/ VNAV DA	NA			
RNAV MDA	1160-1 682 (700-1)	1160-2 682 (700-2)	1160-2¼ 682 (700-2¼)	
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

CINCINNATI, OHIO

Orig-A 09071

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

39°06'N - 84°25'W

RNAV (GPS) RWY 25

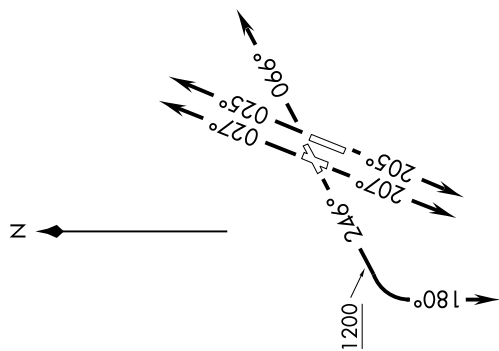
EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

TAKE-OFF MINIMUMS:

ATIS 120.25
 LUNKEN TOWER *
 118.7 (CTAF) 257.8
 LUNKEN GND CON
 121.9
 LUNKEN CLNC DEL
 121.9
 CINCINNATI DEP CON
 121.0 257.725

Rwy 3L: Standard with minimum climb of 392' per NM to 1000 or 400-2 with minimum climb of 213' per NM to 1400.
 Rwy 3R: Standard with minimum climb of 355' per NM to 1000 or 400-2 with minimum climb of 231' per NM to 1400.
 Rwy 7: Standard with minimum climb of 424' per NM to 1000 or 400-1 $\frac{3}{4}$ with minimum climb of 205' per NM to 1300.
 Rwy 21R: Standard with minimum climb of 466' per NM to 1100 or 600-3 with minimum climb of 223' per NM to 1300.
 Rwy 21L: Standard with minimum climb of 413' per NM to 1100 or 600-2 $\frac{3}{4}$ with minimum climb of 228' per NM to 1300.
 Rwy 25: 600-2 $\frac{3}{4}$ with minimum climb of 218' per NM to 1300.



NOTE: Departure procedure limited to aircraft with the following

destination airports and departure times:

Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, IPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights. LGA, between 1000-1800 UTC.

NOTE: If unable to accept climb rates, advise

ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR REQUIRED.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: TIVERTON TRANSITION (ROCKT5.TVT)

limited to aircraft landing BKL, CAK, CLE, CGF, LNN and IPR.

NOTE: For Non-GPS equipped aircraft:

APE, CVG, FLM, and SGH DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3L: Climb heading 027°, expect vectors to WADAL, thence

TAKE-OFF RUNWAY 3R: Climb heading 025°, expect vectors to WADAL, thence

TAKE-OFF RUNWAY 7: Climb heading 066°, expect vectors to WADAL, thence

TAKE-OFF RUNWAY 21R: Climb heading 207°, expect vectors to WADAL, thence

TAKE-OFF RUNWAY 21L: Climb heading 205°, expect vectors to WADAL, thence

TAKE-OFF RUNWAY 25: Climb heading 246° to 1200, then climbing left turn heading 180°, expect vectors to WADAL, thence

. . . . via depicted route to ROCKT. Maintain 2500. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT5.AHTIY) :

TIVERTON TRANSITION (ROCKT5.TVT) :

TAKEOFF OBSTACLE NOTES:

Rwy 3L: Bldg and Hangars beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL.

Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL.

Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL.

Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL.

Rwy 3R: Trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL.

Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL.

Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL.

Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL.

Rwy 7: Trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL.

Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL.

Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL.

Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL.

Rwy 21R: Trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL.

Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL.

Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL.

Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL.

Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL.

Rwy 21L: Trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL.

Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL.

Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL.

Tower 2.0 NM from DER, 2027' right of centerline, 168' AGL/990' MSL.

Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL.

Rwy 25: Sign, Pole, Hangars, and Trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL.

Road, Bldg, Poles, and Trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL.

Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL.

Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL.

PICKAWAY CO MEML (CYO) 5 S UTC-5(-4DT) N39°30.96' W82°58.93'

CINCINNATI

684 B S2 FUEL 100LL, JET A ARFF Index Ltd. NOTAM FILE DAY

L-29A

RWY 01-19: H4351X75 (ASPH) S-30, D-40 MIRL 0.5% up N

IAP

RWY 01: Trees.

RWY 19: REIL. PAPI (P4R)—GA 3.0° TCH 27'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-0100Z†, Sun 1300-2200Z†. ACTIVATE MIRL Rwy 01-19, PAPI Rwy 19 and REIL Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

Ⓡ COLUMBUS APP/DEP CON 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 212° 42.2 NM to fld. 1350/6W. HIWAS.

YELLOW BUD (T) VOR 112.5 XUB N39°31.61' W82°58.68' at fld.

CIRCLEVILLE NDB (MHW) 366 CYO N39°31.39' W82°58.78' at fld. Unmonitored. SHUTDOWN.

CLARK CO N39°52.42' W83°46.77' NOTAM FILE SGH.

CINCINNATI

NDB (MHW) 341 CCJ 238° 3.4 NM to Springfield-Beckley Muni. Unmonitored.

L-27E

CLARKS DREAM STRIP (See CIRCLEVILLE)

CLERMONT CO (See BATAVIA)

CLEVELAND

BURKE LAKEFRONT (BKL) .9 N UTC-5(-4DT) N41°31.05' W81°41.00'

DETROIT

583 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A NOTAM FILE BKL H-106, L-306

IAP, AD

RWY 06L-24R: H6198X150 (ASPH-GRVD) S-93, D-113, 2S-144, 2D-170 HIRL

RWY 06L: REIL. VASI(V4L)—GA 3.0° TCH 32'. Thld displcd 265'.

RWY 24R: MALSF. VASI(V4L)—GA 3.35° TCH 26'. Bldg. Rgt tfc.

RWY 06R-24L: H5197X100 (ASPH-GRVD) S-43, D-50,

2D-82 HIRL

RWY 06R: Thld displcd 267'.

RWY 24L: REIL. Antenna. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 06R-24L CLOSED when

twr clsd. Birds and waterfowl on and invof airport. 72' ship crane

1300' SW of Rwy 06R. When twr clsd HIRL Rwy 06L-24R preset;

To increase ints radio req on UNICOM. ACTIVATE MALSF Rwy

24R—CTAF. PPR for unscheduled air carrier ops with more than 9

passenger seats etc 216-781-6411. Rwy 06R-24L not

authorized for ops involving air carrier acft with more than 9

passenger seats. Rwy 06L-24R and Rwy 06R-24L apch surfaces

have navigable waterways creating possible vessel obstruction

areas—check local NOTAMS for current activity; vessel height;

etc. Twy G east of twy F CLOSED. Rwy 06L VASI unusable bdy 8°

left and right of centerline. Ldg fee. Fee schedule based on

number of engines and gross weight. Flight Notification Service

(ADCUS) avbl 24 hrs Mon-Fri reg for svc on Sat; Sun and Holidays must be made prior to 2130Z† on Fri; 2 hrs

advance notice req call 216-267-3600. Private acft and general aviation only.

WEATHER DATA SOURCES: ASOS 125.25 (ops during twr hrs) (216) 241-6904. LLWAS.

COMMUNICATIONS: CTAF 124.3 ATIS 125.25 UNICOM 122.95

Ⓡ CLEVELAND APP/DEP CON 125.35

LAKEFRONT TOWER 124.3 (Mon 1200Z† to Sat 0400Z†; Sat 1200-0400Z†, Sun 1300-0500Z†)

GND CON 121.9

AIRSPACE: CLASS D svc Mon 1200Z† to Sat 0400Z†, Sat 1200-0400Z†, Sun 1300-0500Z† other times CLASS G.

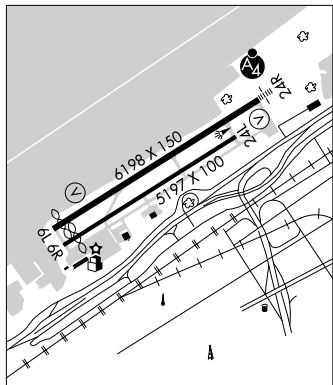
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02' W81°09.79' 275° 23.4 NM to fld. 1310/5W.

TABEY NDB (LOM) 248 BF N41°34.15' W81°34.43' 245° 5.8 NM to fld. SHUTDOWN.

ILS/DME 109.75 I-BFT Chan 34(Y) Rwy 24R. Class IE. LOM TABEY NDB. LOM SHUTDOWN.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clearance delivery provided by Cleveland apch on 121.9 or call 216-898-2077 when Lakefront twr clsd.



VOR XUB 112.5	APP CRS 165°	Rwy ldg TDZE Apt Elev	4351 685 685
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VOR or GPS RWY 19

CIRCLEVILLE / PICKAWAY COUNTY MEMORIAL (CYO)

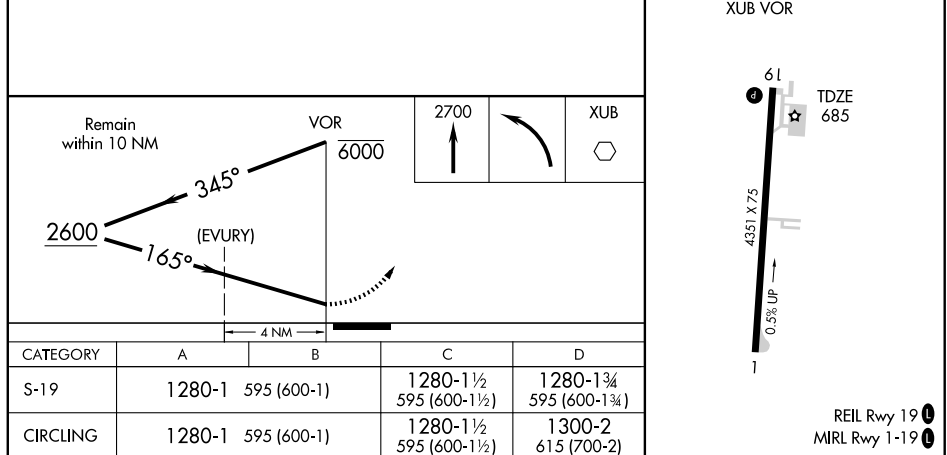
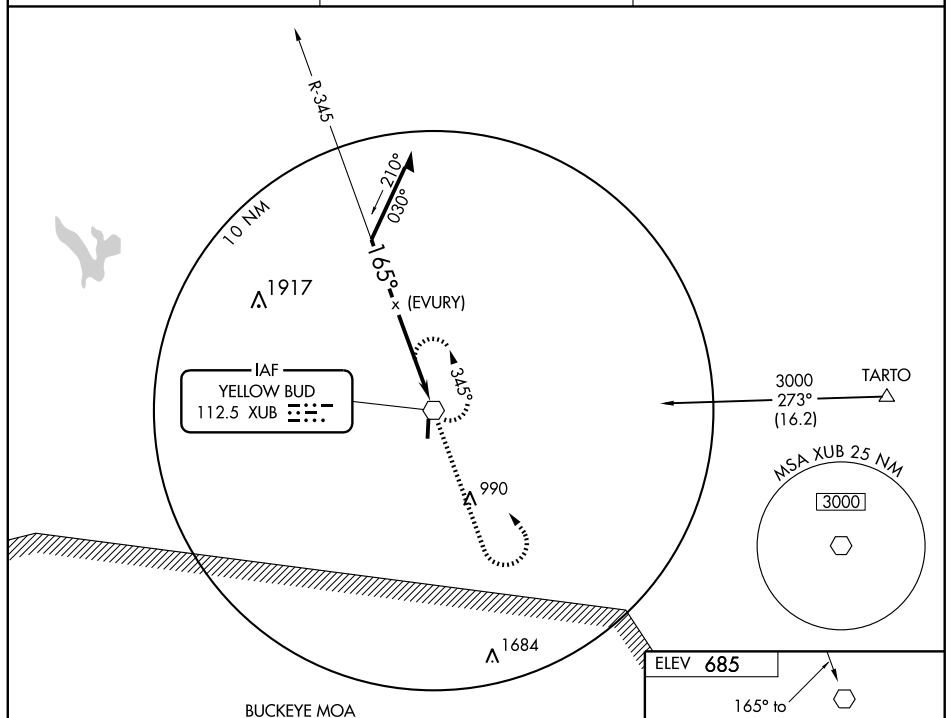
NA Use Rickenbacker Intl altimeter setting.

MISSED APPROACH: Climb to 2700
then left turn direct XUB VOR and hold.

RICKENBACKER INTL AWOS-3
132.75

COLUMBUS APP CON
132.3 279.6

UNICOM
122.7 (CTAF) 0



CIRCLEVILLE, OHIO

Amdt 2B 01JUL10

CIRCLEVILLE / PICKAWAY COUNTY MEMORIAL (CYO)

39°31'N - 82°59'W

VOR or GPS RWY 19

REIL Rwy 19 **0**
MIRL Rwy 1-19 **0**

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-5370 (FAA)

CLEVELAND/ BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

ATIS
125.25
LAKEFRONT TOWER ★
124.3 319.8
GND CON
121.9
CLNC DEL
121.9 (when tower closed)

RWY 06L-24R
S-93, D-113, 2S-144, 2D-170
RWY 06R-24L
S-43, D-50, 2D-82

HANGAR

ELEV
582ELEV
583FIELD
ELEV
583

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

VAR 8.2° W

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

GENERAL AVIATION
PARKINGCONTROL TOWER
656 ±

ADMINISTRATION BLDG
CONTROL TOWER
U.S. CUSTOMS
649

FIRE STATION

ELEV
581ELEV
581

AIRPORT DIAGRAM

CLEVELAND, OHIO
CLEVELAND/ BURKE LAKEFRONT (BKL)

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

PICKAWAY CO MEML (CYO) 5 S UTC-5(-4DT) N39°30.96' W82°58.93'

CINCINNATI

684 B S2 FUEL 100LL, JET A ARFF Index Ltd. NOTAM FILE DAY

L-29A

RWY 01-19: H4351X75 (ASPH) S-30, D-40 MIRL 0.5% up N

IAP

RWY 01: Trees.

RWY 19: REIL. PAPI (P4R)—GA 3.0° TCH 27'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-0100Z†, Sun 1300-2200Z†. ACTIVATE MIRL Rwy 01-19, PAPI Rwy 19 and REIL Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

Ⓡ COLUMBUS APP/DEP CON 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 212° 42.2 NM to fld. 1350/6W. HIWAS.

YELLOW BUD (T) VOR 112.5 XUB N39°31.61' W82°58.68' at fld.

CIRCLEVILLE NDB (MHW) 366 CYO N39°31.39' W82°58.78' at fld. Unmonitored. SHUTDOWN.

CLARK CO N39°52.42' W83°46.77' NOTAM FILE SGH.

CINCINNATI

NDB (MHW) 341 CCJ 238° 3.4 NM to Springfield-Beckley Muni. Unmonitored.

L-27E

CLARKS DREAM STRIP (See CIRCLEVILLE)

CLERMONT CO (See BATAVIA)

CLEVELAND

BURKE LAKEFRONT (BKL) .9 N UTC-5(-4DT) N41°31.05' W81°41.00'

DETROIT

583 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A NOTAM FILE BKL H-106, L-306

IAP, AD

RWY 06L-24R: H6198X150 (ASPH-GRVD) S-93, D-113, 2S-144, 2D-170 HIRL

RWY 06L: REIL. VASI(V4L)—GA 3.0° TCH 32'. Thld displcd 265'.

RWY 24R: MALSF. VASI(V4L)—GA 3.35° TCH 26'. Bldg. Rgt tfc.

RWY 06R-24L: H5197X100 (ASPH-GRVD) S-43, D-50,

2D-82 HIRL

RWY 06R: Thld displcd 267'.

RWY 24L: REIL. Antenna. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 06R-24L CLOSED when

twr clsd. Birds and waterfowl on and invof airport. 72' ship crane

1300' SW of Rwy 06R. When twr clsd HIRL Rwy 06L-24R preset;

To increase ints radio req on UNICOM. ACTIVATE MALSF Rwy

24R—CTAF. PPR for unscheduled air carrier ops with more than 9

passenger seats etc 216-781-6411. Rwy 06R-24L not

authorized for ops involving air carrier acft with more than 9

passenger seats. Rwy 06L-24R and Rwy 06R-24L apch surfaces

have navigable waterways creating possible vessel obstruction

areas—check local NOTAMS for current activity; vessel height;

etc. Twy G east of twy F CLOSED. Rwy 06L VASI unusable bdy 8°

left and right of centerline. Ldg fee. Fee schedule based on

number of engines and gross weight. Flight Notification Service

(ADCUS) avbl 24 hrs Mon-Fri reg for svc on Sat; Sun and Holidays must be made prior to 2130Z† on Fri; 2 hrs

advance notice req call 216-267-3600. Private acft and general aviation only.

WEATHER DATA SOURCES: ASOS 125.25 (ops during twr hrs) (216) 241-6904. LLWAS.

COMMUNICATIONS: CTAF 124.3 ATIS 125.25 UNICOM 122.95

Ⓡ CLEVELAND APP/DEP CON 125.35

LAKEFRONT TOWER 124.3 (Mon 1200Z† to Sat 0400Z†; Sat 1200-0400Z†, Sun 1300-0500Z†)

GND CON 121.9

AIRSPACE: CLASS D svc Mon 1200Z† to Sat 0400Z†, Sat 1200-0400Z†, Sun 1300-0500Z† other times CLASS G.

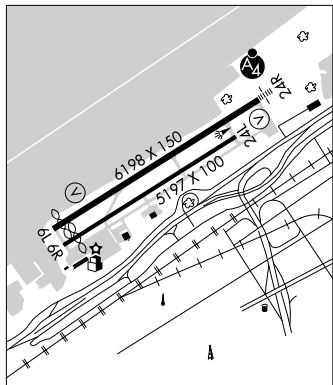
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02' W81°09.79' 275° 23.4 NM to fld. 1310/5W.

TABEY NDB (LOM) 248 BF N41°34.15' W81°34.43' 245° 5.8 NM to fld. SHUTDOWN.

ILS/DME 109.75 I-BFT Chan 34(Y) Rwy 24R. Class IE. LOM TABEY NDB. LOM SHUTDOWN.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clearance delivery provided by Cleveland apch on 121.9 or call 216-898-2077 when Lakefront twr clsd.

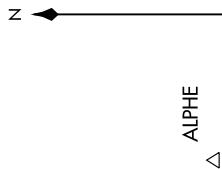


ALPHE TWO DEPARTURE (RNAV)

09127

SL-5370 (FAA)

 CLEVELAND / BURKE LAKEFRONT (BKL)
 CLEVELAND, OHIO

 ATIS
 125.25
 CLEVELAND DEP CON
 125.35 346.32


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.

Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.

Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.

Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.



NOTE: DME/DME/IRU or GPS required
 NOTE: RNAV 1
 NOTE: RADAR REQUIRED

TAKE-OFF MINIMUMS:

Rwy 6L: 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.
 Rwy 6R: 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.
 Rwy 24L: 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.
 Rwy 24R: 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)

09127

 CLEVELAND, OHIO
 CLEVELAND / BURKE LAKEFRONT (BKL)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

SL-5370 (FAA)

CLEVELAND / BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

ATIS DEP
125.25
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R:
Climb via heading 065° to 1800 then via assigned heading to 3000
thence . . .

TAKE-OFF RUNWAYS 24R, 24L:
Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence . . .

. . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

NOTE: RADAR REQUIRED

CARLETON
115.7 CRL
Chan 104

N42°02.88'-W83°27.46'

L-28, H-10

TAKE-OFF MINIMUMS:

- Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.
- Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.
- Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.
- Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.

WATERVILLE
113.1 VWV
Chan 78

N41°27.09'
W83°38.32'

L-28, H-10

SANDUSKY
109.2 SKY
Chan 29

N41°21.48'
W82°09.72'

L-30, H-10

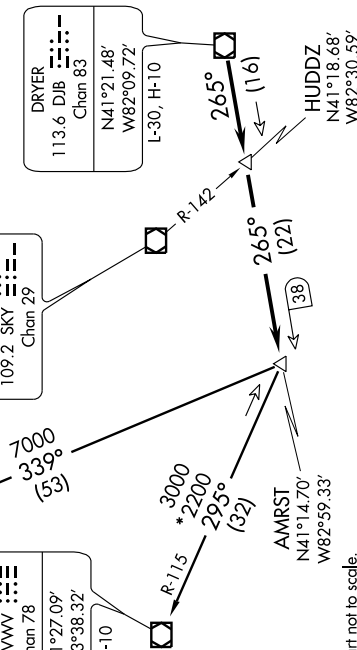
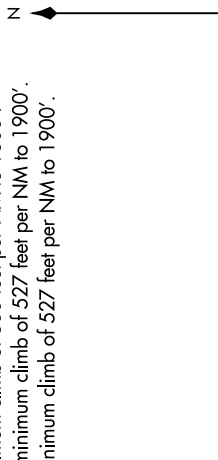
DRYER
113.6 DJB
Chan 83

N41°21.48'
W82°09.72'

L-30, H-10

CHARDON
112.7 CXR
Chan 74

N41°18.68'
W82°30.59'



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AMRST TWO DEPARTURE

TAKE-OFF OBSTACLES:

- Rwy 6L: OL on Hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL.
Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.
Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.
- Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.
Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.
Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.
Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.
- Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.
Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.
Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.
Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.
Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.
- Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.
Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.
Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.
Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

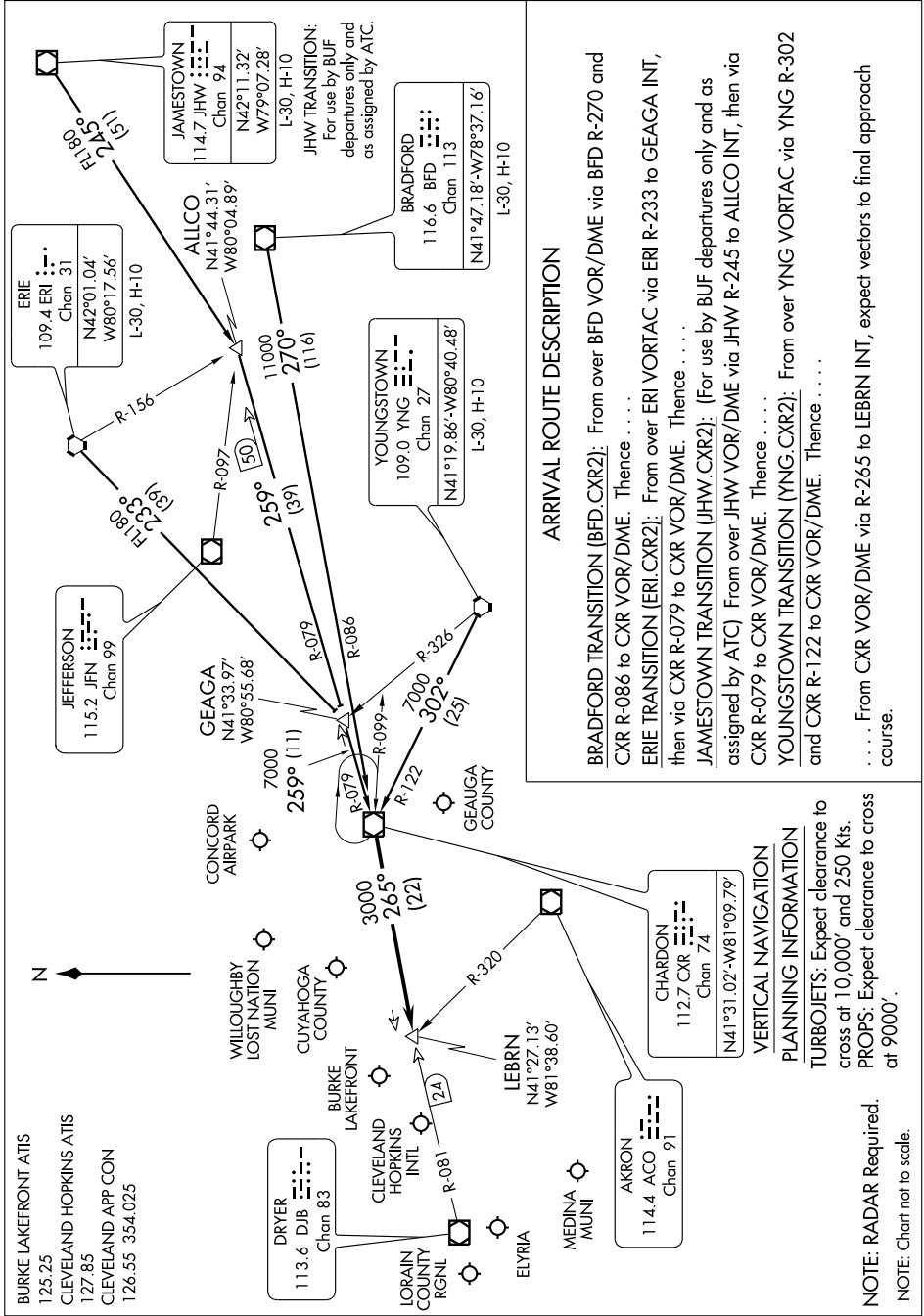
AMRST TWO DEPARTURE

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence
ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence
JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence
YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence
. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJET: Expect clearance to cross at 10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

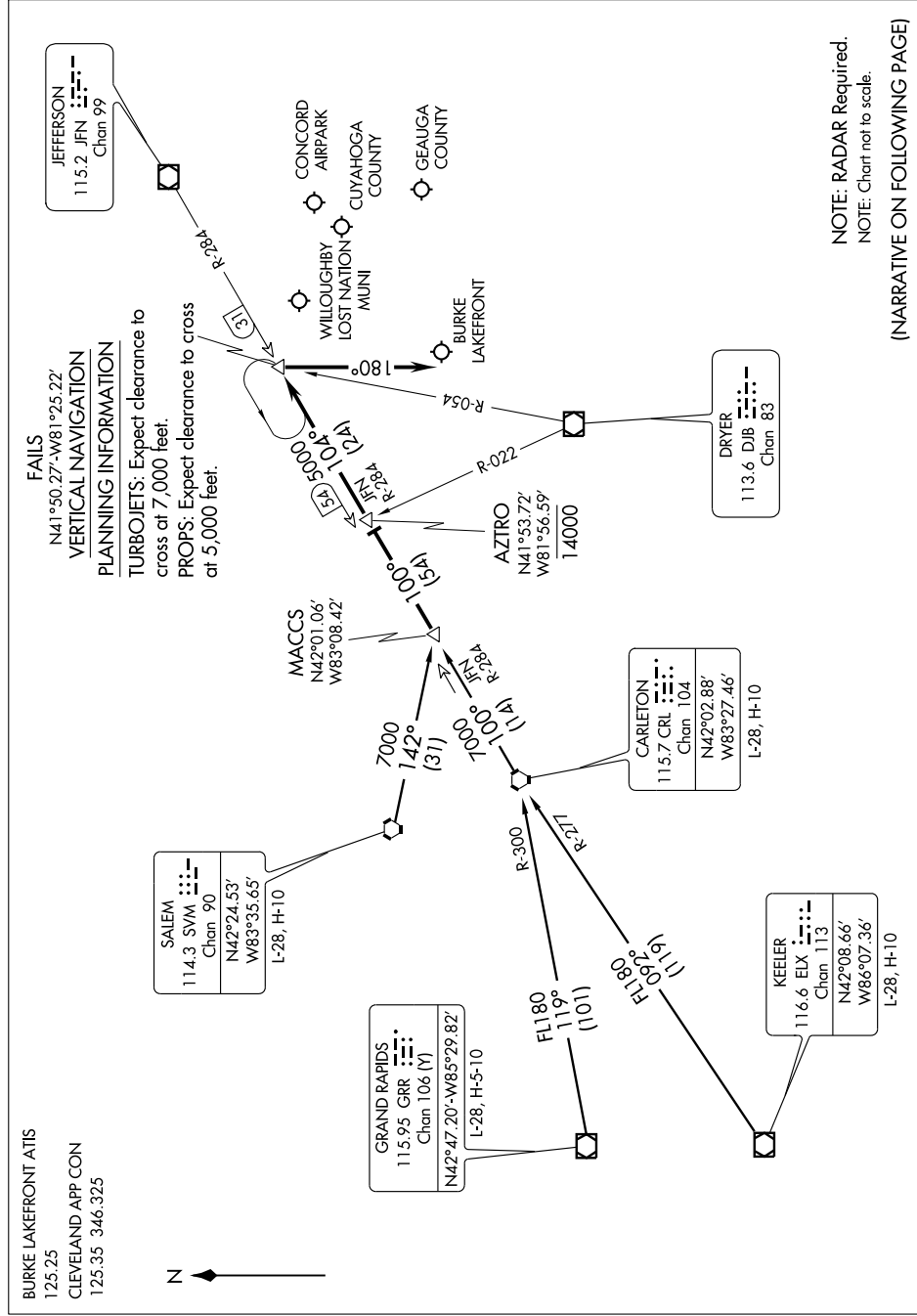
NOTE: RADAR Required.
NOTE: Chart not to scale.

EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-BFT 109.75 Chan 34 (Y)	APP CRS 245°	Rwy Idg TDZE Apt Elev	24R 6198 5197 583 583 583 583	24L 583 583 583 583
--	------------------------	-----------------------------	---	---

ILS or LOC RWY 24R

CLEVELAND / BURKE LAKEFRONT (BKL)

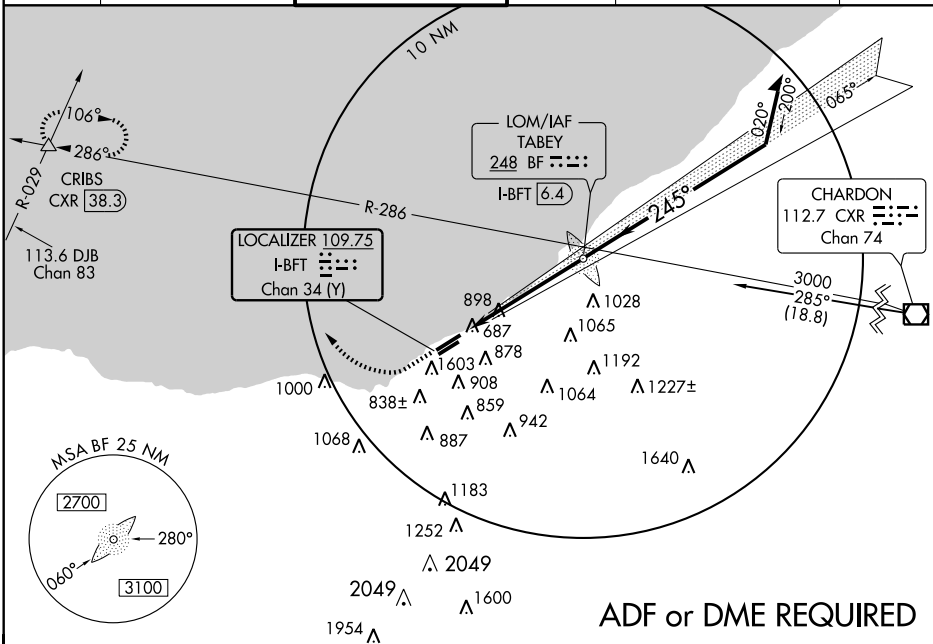
- ▼ Circling not authorized SE of Rwy 6R-24L.
Inoperative table does not apply to S-LOC Cat C.
- ▲ S-ILS minimums not authorized when control tower closed.

MALSF



MISSED APPROACH: Climb to 1000, then dimbing right turn to 2000 heading 350°, intercept CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

ATIS 125.25	CLEVELAND APP CON 125.35 354.025	LAKEFRONT TOWER ★ 124.3 (CTAF) 319.8	GND CON 121.9	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95
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ADF or DME REQUIRED

ELEV 583	1000	2000	3000	CRIBS
Rwy 6L Idg 5933' Rwy 6R Idg 4930'	↑	HDG 350°	↑ CXR R-286 112.7	△
245° 5.3 NM from FAF				
TDZE 583				
6198 X 150				
5197 X 100				
TWR 649				
REIL Rws 6L and 24L				
HIRL Rws 6L-24R and 6R-24L				
FAF to MAP 5.3 NM				
Knots	60	90	120	150
Min:Sec	5:18	3:32	2:39	2:07
				1:46

CLEVELAND, OHIO

Orig-D 07130

CLEVELAND / BURKE LAKEFRONT (BKL)

41°31'N - 81°41'W

ILS or LOC RWY 24R

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence, . . .




LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

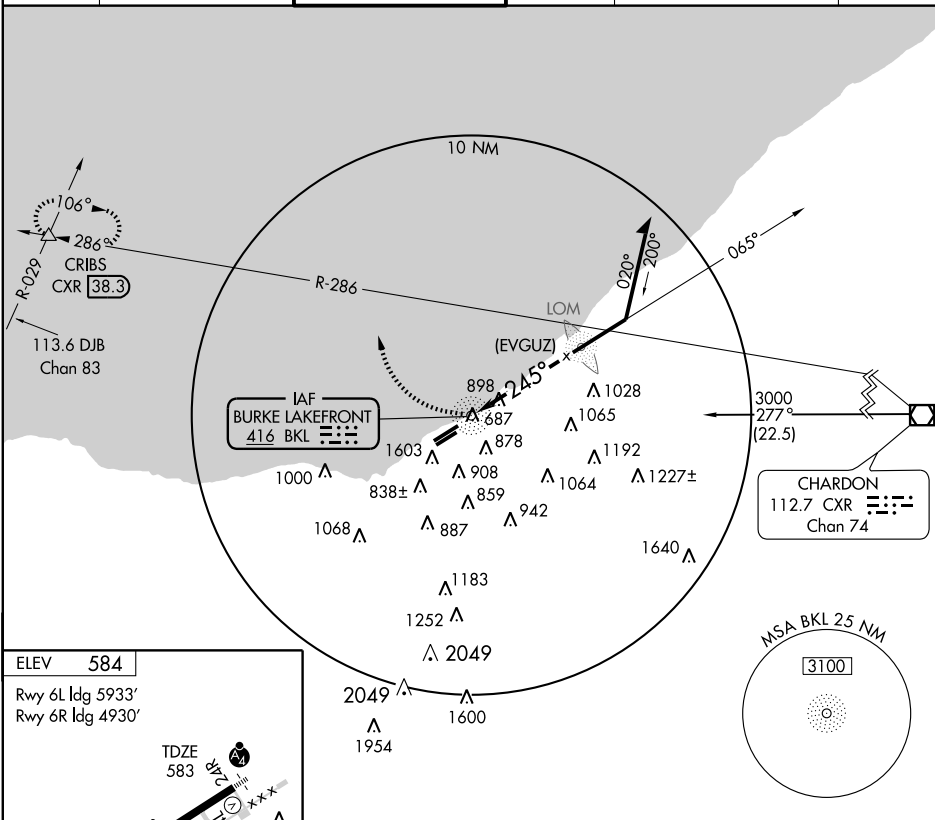
LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

NDB BKL <u>416</u>	APP CRS 245°	Rwy Idg TDZE Apt Elev	6198 583 584
------------------------------	------------------------	-----------------------------	---

NDB or GPS RWY 24R
CLEVELAND / BURKE LAKEFRONT (BKL)

 Circling NA southeast of Rwy 6R-24L  Inoperative table does not apply.		MALSF 	MISSED APPROACH: Climbing right turn to 2000 heading 350° to CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.		
ATIS 125.25	CLEVELAND APP CON 125.35 354.025	LAKEFRONT TOWER ★ 124.3 (CTAF) 0 319.8	GND CON 121.9	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95



ELEV 584

Rwy 6L Idg 5933'

Rwy 6R Idg 4930'

TDZE 583

Rwy 6L/24L Idg 5933'

Rwy 6R Idg 4930'

6198 x 150

5197 x 100

A 741

A 743

A 917

A 1209

REIL Rwy 6L and 24L

HIRL Rwy 6L-24R and 6R-24L

Knots	60	90	120	150	180
Min:Sec					

2000
HDG 350°

3000
CXR R-286
112.7

CRIBS
△

NDB*

Remain within 10 NM

065°

(EVGUZ)

245°

2400

* Maintain 2600 or above until established outbound for procedure turn.

0.6 NM

4 NM

CATEGORY	A	B	C	D
S-24R	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)
CIRCLING	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)

OBRNLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRNLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRNLN2.VHP): From over OBRNLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRNLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRNLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRNLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRNLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRNLN2.RID): From over OBRNLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRNLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRNLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL.

Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.

Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.

Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.

Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.

Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.

Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.

Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.

Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.

Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.

Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.

Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.

Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.

Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.

Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.

Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

SANDUSKY TWO DEPARTURE


EC-2, 26 AUG 2010 to 23 SEP 2010

(NARRATIVE ON FOLLOWING PAGE)

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:

Rwy 6L: 400-2 or STANDARD with minimum climb of 400' per NM to 1800.
 Rwy 6R: 400-2 or STANDARD with minimum climb of 360' per NM to 1800.
 Rwy 24L: 300-1½ or STANDARD with minimum climb of 527' per NM to 1900
 Rwy 24R: 200-1 or STANDARD with minimum climb of 527' per NM to 1900.

CARLETON
5.7 CRL 
Chan 104
N42°02.89'
W83°27.46'

FILUP
N41°33.99'
W83°11.14'

370
340
(37)

3000
*2300
292°
(25)

SANDUSKY	
109.2 SKY	109.2 SKY
Chan 29	
N41°26.07'	
W82°39.29'	

CHARDON
112.7 CXR
Chan 74

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'

TAKE-OFF OBSTACLES:

Rwy 6L: OL on hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL. 28%
(23)
Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.
Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.
Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.
Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.
Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.
Rwy 24L: Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.
Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.
Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.
Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.
Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.
Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.
Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.
Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.
Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.
Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

EC-2, 26 AUG 2010 to 23 SEP 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

CLEVELAND, OHIO
CLEVELAND/BURKE LAKEFRONT (BKL)

SANDUSKY TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

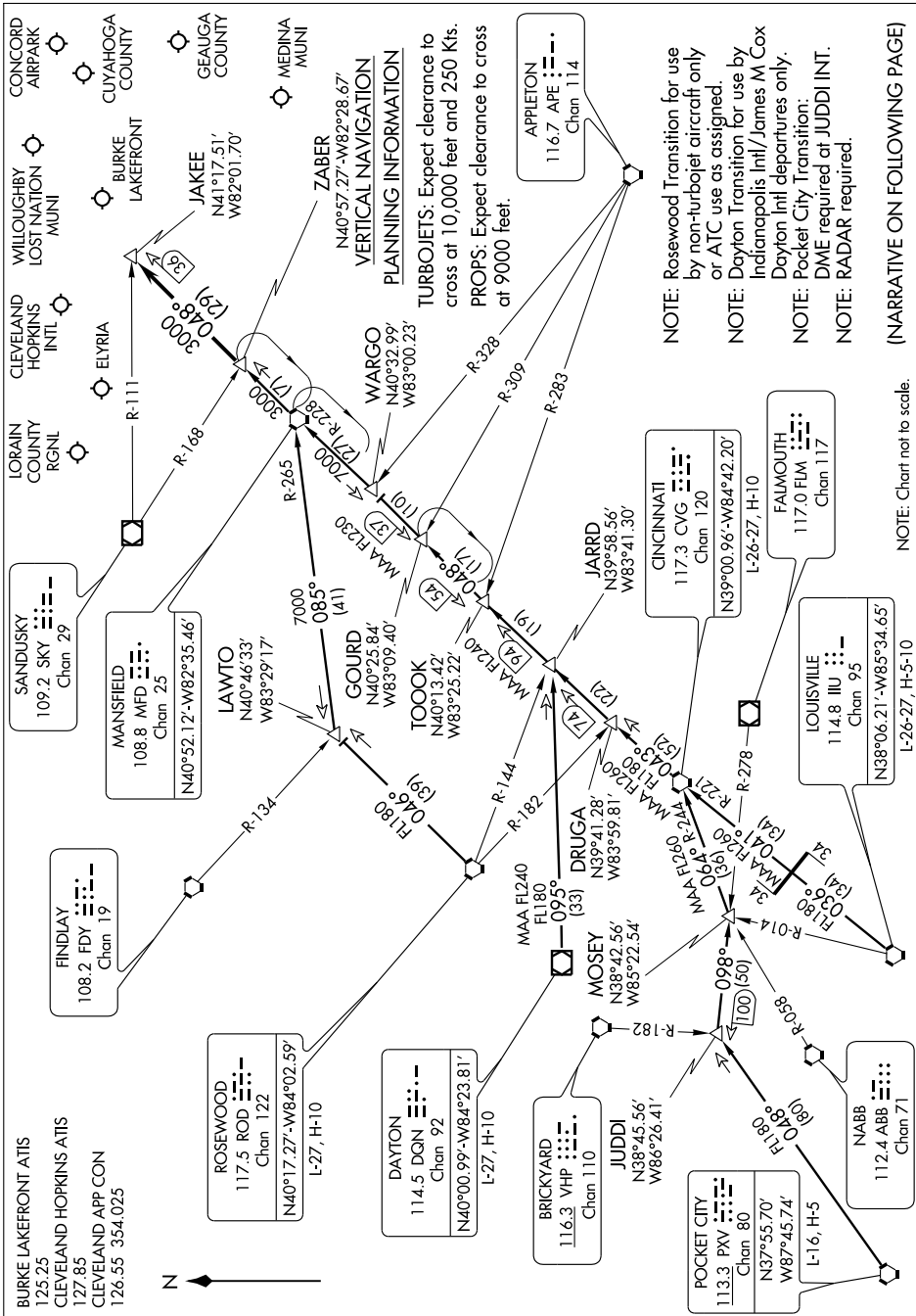
TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

COUNTY TOWER ★

118.5

GND CON

121.85

CLNC DEL

121.85 (When twr closed)

VAR 8.3° W
 JANUARY 2010
 ANNUAL RATE OF CHANGE
 0.0° W

FIELD
 ELEV
 879

FIRE STATION

41°34.0' N

5102 X 100

ELEV
873

TWR
 968

A 985±

RWY 06-24
 S-43, D-55, 2D-100

41°33.5' N

CAUTION: BE ALERT TO RUNWAY
 CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

81°29.5' W

81°29.0' W

AIRPORT DIAGRAM

CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

CUYAHOGA CO (CGF) 10 E UTC-5(-4DT) N41°33.91' W81°29.18'

879 B S4 FUEL 100LL, JET A, A1+ OX 3 TPA—See Remarks NOTAM FILE CGF

RWY 06-24: H5102X100 (ASPH-GRVD) S-43, D-55, 2D-100 HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Pole.

RWY 24: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

AIRPORT REMARKS: Attended continuously. Rwy 06-24 CLOSED to jet acft with more than 30 passengers. Birds and deer on and in/ov arpt. Flight training prohibited 0400-1200Z. Tower visibility SW reduced within 500' AER 06. Rwy 24 PAPI unusable by 7° right of course. HIRL Rwy 06-24 step one OTS indef. TPA-1879 (1000), turbines 2379 (1500). Twy A4 not avbl for air carrier ops with more than 30 passenger seats. When twr clsd ACTIVATE HIRL Rwy 06-24, REIL Rwy 06, MALSR Rwy 24—CTAF, PAPI Rwy 06 and Rwy 24 and windsock operate continuously. Ldg fee. Parking fee for over two hrs.

WEATHER DATA SOURCES: LAWRD.**COMMUNICATIONS:** CTAF 118.5 UNICOM 122.95

⑦ CLEVELAND APP/DEP CON 125.35 CLEVELAND CLNC DEL 121.85

COUNTY TOWER 118.5 (1200-0400Z) GND CON 121.85

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.

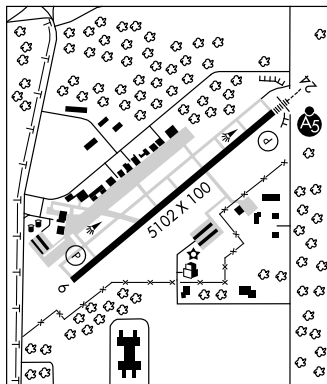
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02'

W81°09.79' 286° 14.9 NM to fld. 1310/5W.

HOGAF NDB (LMM) 521 GF N41°34.45' W81°28.27' at fld. NOTAM FILE CGF. SHUTDOWN.

LS/DME 111.1 I-CGF Chan 48 Rwy 24. Class IB. LOC unusable by 10 NM blo 3000'. LOC BC unusable by 10 NM and unusable by 15°R of course. (BACK) GS unusable for coupled apchs blo 2020'.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clnc del provided by Cleveland apch on 121.85 when twr clsd.

**CLINTON FLD** (See WILMINGTON)**COBBS** N39°44.58' W83°01.22'. NOTAM FILE LCK.

NDB (LOM) 253 DD 050° 6.0 NM to Rickenbacker Intl.

CINCINNATI

COLUMBIA (See COLUMBIA STATION)**COLUMBIA STATION****COLUMBIA** (4G8) 1 NW UTC-5(-4DT) N41°19.13' W81°57.61'

813 FUEL 100LL NOTAM FILE CLE

RWY 18R-36L: H3152X40 (ASPH) LIRL (NSTD)

RWY 18R: Thld dspcd 300'. Trees. RWY 36L: Thld dspcd 209'. Tree.

RWY 18L-36R: 2974X65 (TURF)

RWY 18L: Trees. RWY 36R: Tree.

RWY 02-20: 2580X85 (TURF)

RWY 02: Brush. RWY 20: Trees.

AIRPORT REMARKS: Attended 1300Z-dusk. Rwy 02-20 CLOSED indef. Use hard surface rwy when wet. Rwy 02-20 surface rough. Rwy 18L-36R sfc rough. Rwy 18R-36L pavement poor-weathered. ACTIVATE NSTD LIRL Rwy 18R-36L—CTAF. Rwy 18R-36L NSTD LIRL; no thld lghts. Rwy 18R-36L N 300' and S 200' unmarked. Rwy 18R NSTD dspcd thld markings, no arrowheads. Rwy 36L NSTD dspcd thld markings, no arrowheads.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.49' W82°09.72' 109° 9.4 NM to fld. 780/5W. HIWAS.

COLUMBIANA CO (See EAST LIVERPOOL)**COLUMBUS** N39°59.69' W82°53.13'

RCO 122.2 122.3 (DAYTON RADIO)

CINCINNATI

H-106, L-239

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.

Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.

Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

TAKE-OFF MINIMUMS:

Rwys 6, 24: STANDARD.

ALPHE



3000
324°
(99)

HUDDZ



3000
*2200



267°
(22)

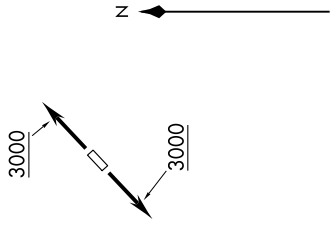
AMRST



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR REQUIRED



NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)

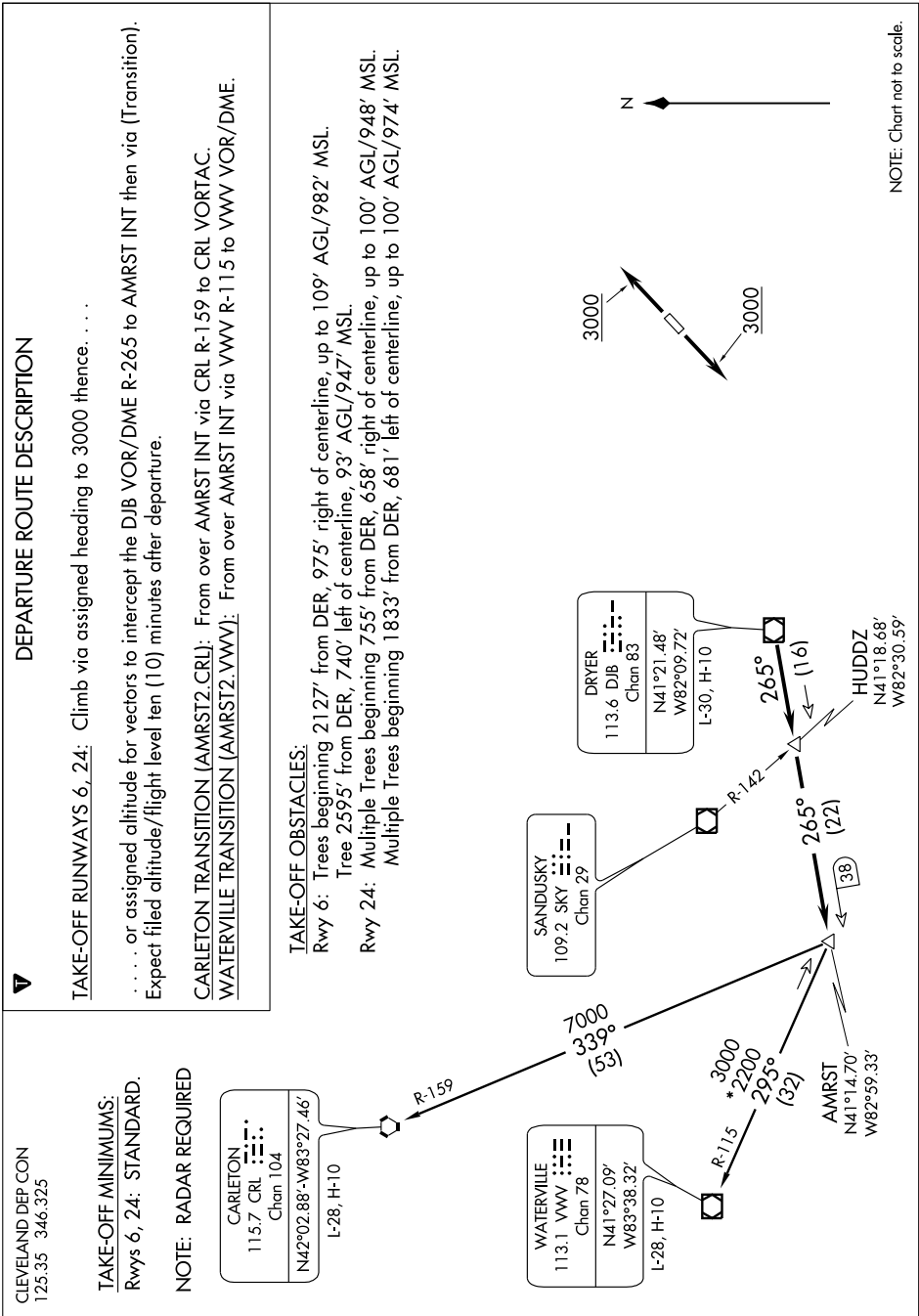
(ALPHE2.ALPHE) 09295

CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

EC-2, 26 AUG 2010 to 23 SEP 2010

AMRST TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010



AMRST TWO DEPARTURE

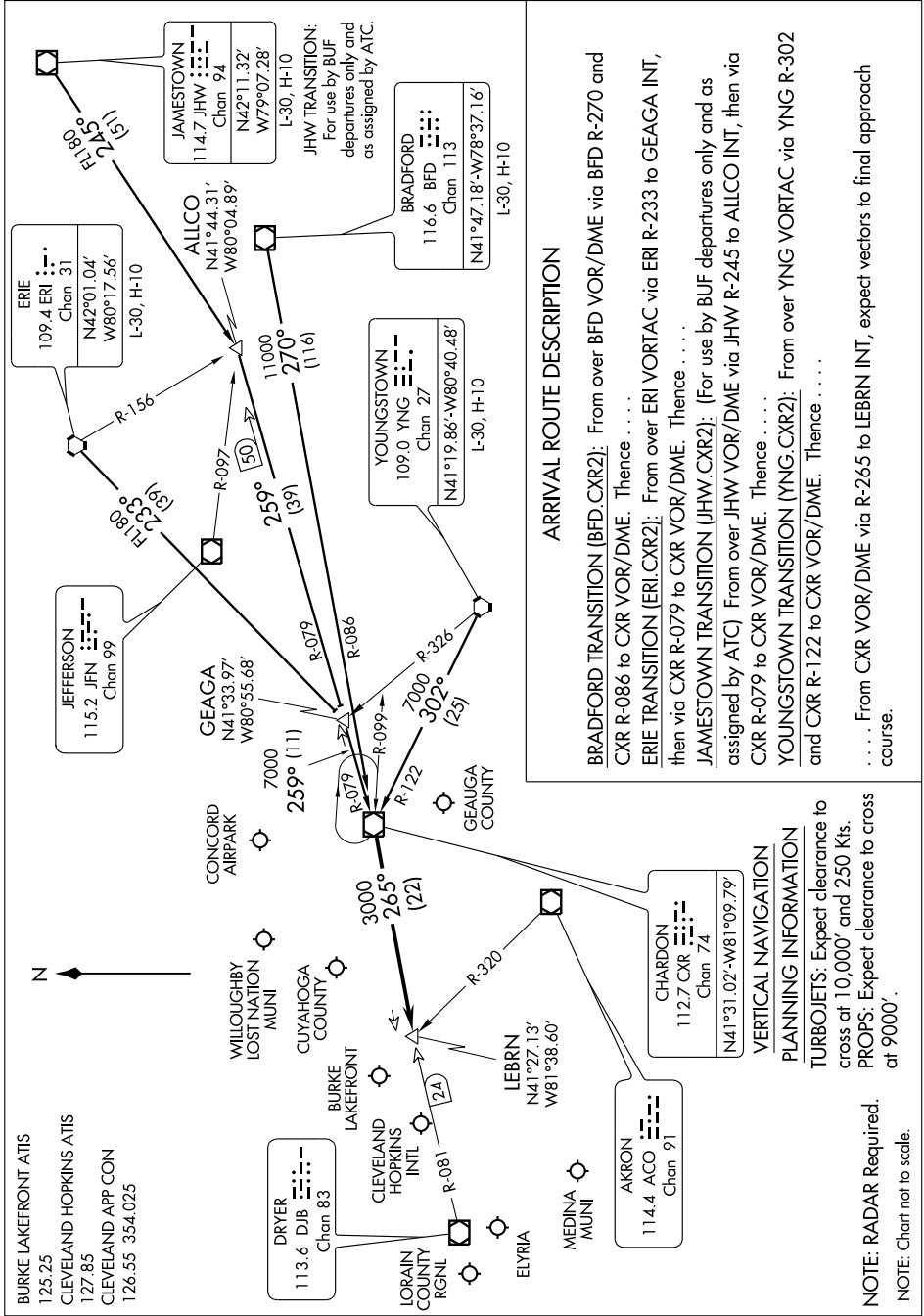
EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

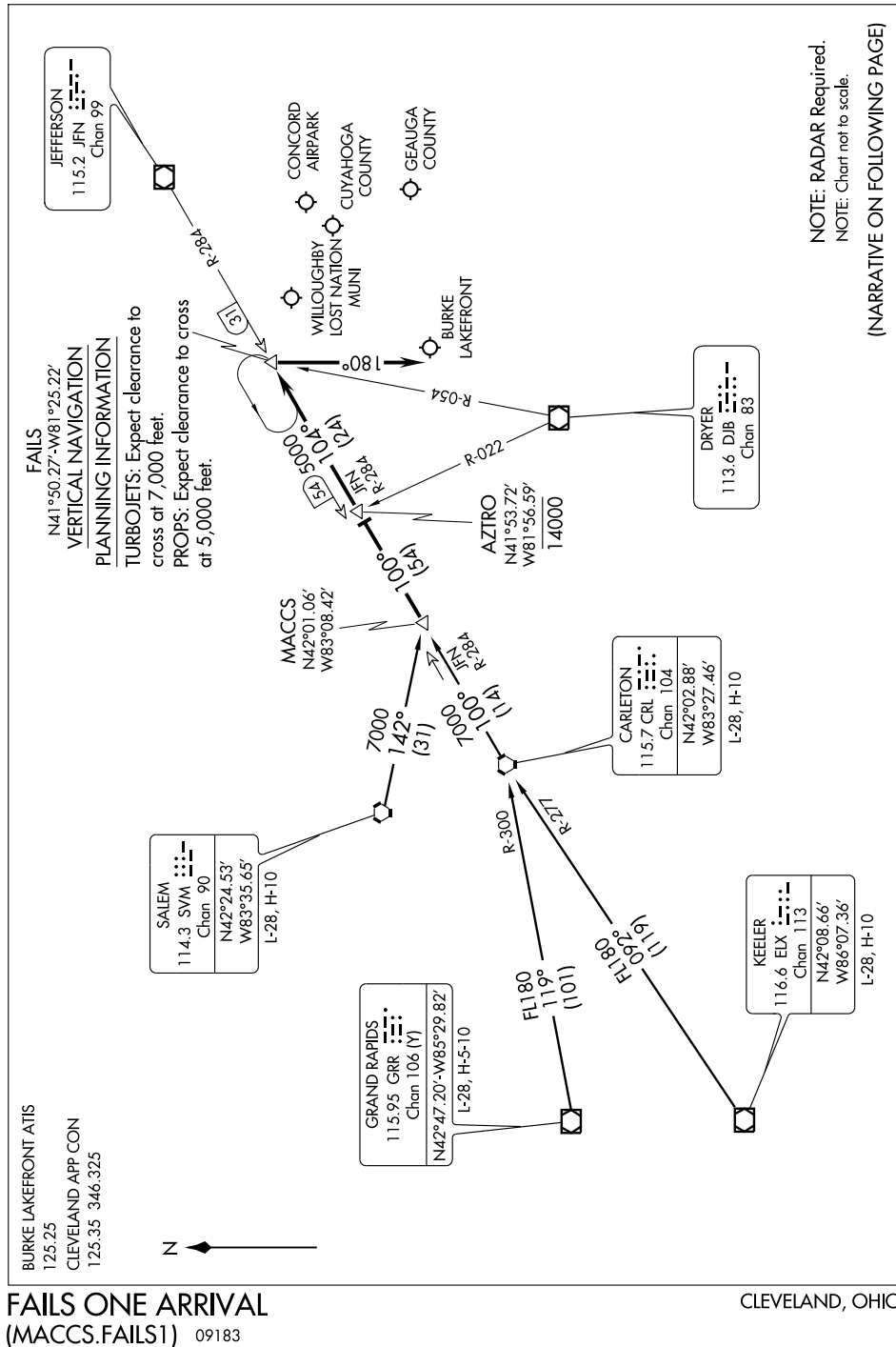
EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.

LOC/DME I-CGF <u>111.1</u> Chan 48	APP CRS 237°	Rwy Idg 5102 TDZE 879 Apt Elev 879
--	------------------------	---

ILS or LOC RWY 24
CLEVELAND/CUYAHOGA COUNTY (CGF)

T For inoperative MALSRS, increase S-LOC 24 Cat A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. For inoperative MALSRS, when using Cleveland-Hopkins Intl altimeter setting, increase S-ILS 24 all Cats visibility to ½ mile and S-LOC 24 Cat A/B visibility to 1 mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase DA 56 feet, and all MDA 60 feet. Increase circling Cat C visibility ½ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

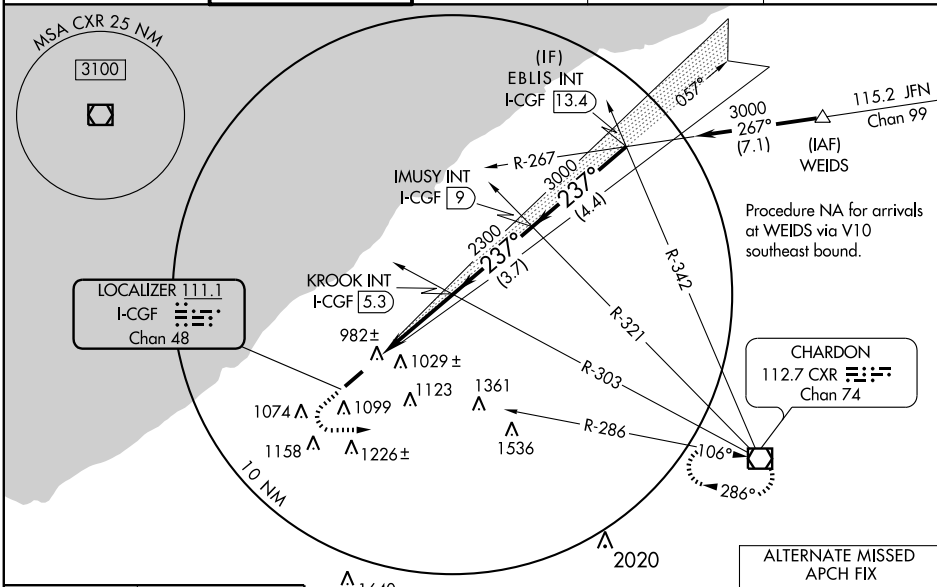
MALSR
A5

MISSED APPROACH: Climb to 1600, then climbing left turn to 3100 via CXR VOR/DME R-286 to CXR VOR/DME and hold.

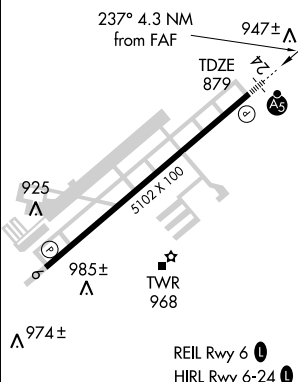
CLEVELAND APP CON
125.35 354.025

COUNTY TOWER★
118.5 (CTAF) 0

GND CON
121.85


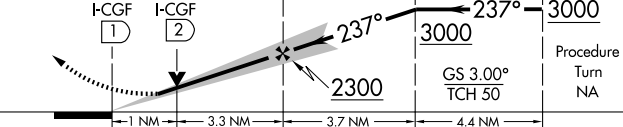
CLNC DE
121.85UNICOM
122.95

ELEV 879



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CLEVELAND, OHIO
Amdt 14 10154

1600 ↑	3100 ↖	CXR R-286 112.7	CXR  112.7	KROOK INT I-CGF 5.3	IMUSY INT I-CGF 9	EBLUS INT I-CGF 13.4	
							
CATEGORY	A		B		C	D	
S-ILS 24			1192-3/4		313 (400-3/4)		
S-LOC 24			1240-3/4		361 (400-3/4)		
CIRCLING	1400-1 521 (600-1)		1420-1 541 (600-1)		1420-1 1/2 541 (600-1 1/2)		1480-2 601 (700-2)

CLEVELAND/CUYAHOGA COUNTY (CGF)

ILS or LOC RWY 24

41°34'N - 81°29'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.
Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.
Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

LOC/DME I-CGF 111.1 Chan 48	APP CRS 057°	Rwy Idg TDZE Apt Elev	5102 873 879
--	------------------------	-----------------------------	---

LOC/DME BC RWY 6

CLEVELAND/CUYAHOGA COUNTY (CGF)

V Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and S-6 Cat D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 direct CXR VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

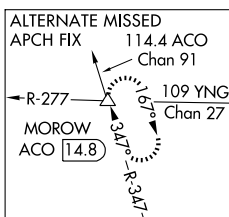
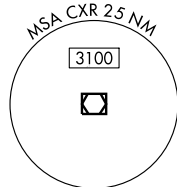
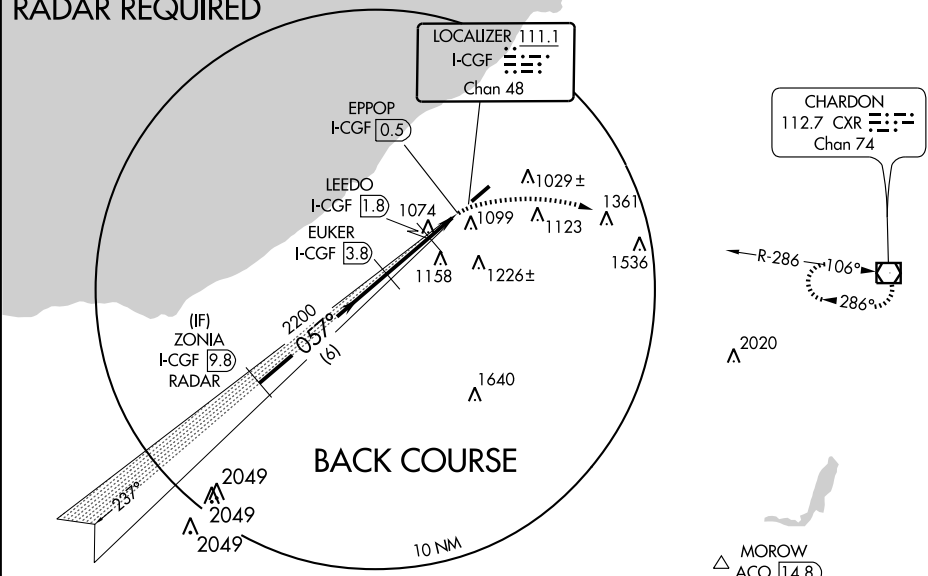
COUNTY TOWER★
118.5 (CTAF) 0

GND CON
121.85

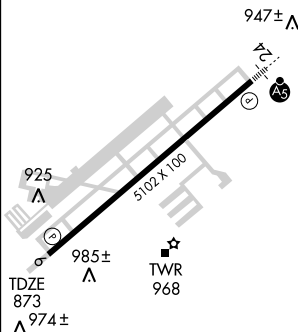
CLNC DEL
121.85

UNICOM
122.95

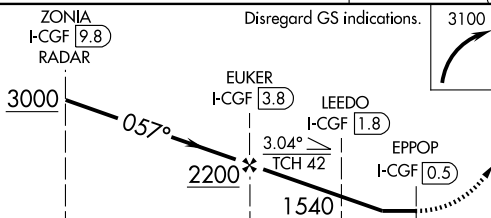
RADAR REQUIRED



ELEV 879



Disregard GS indications.



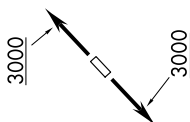
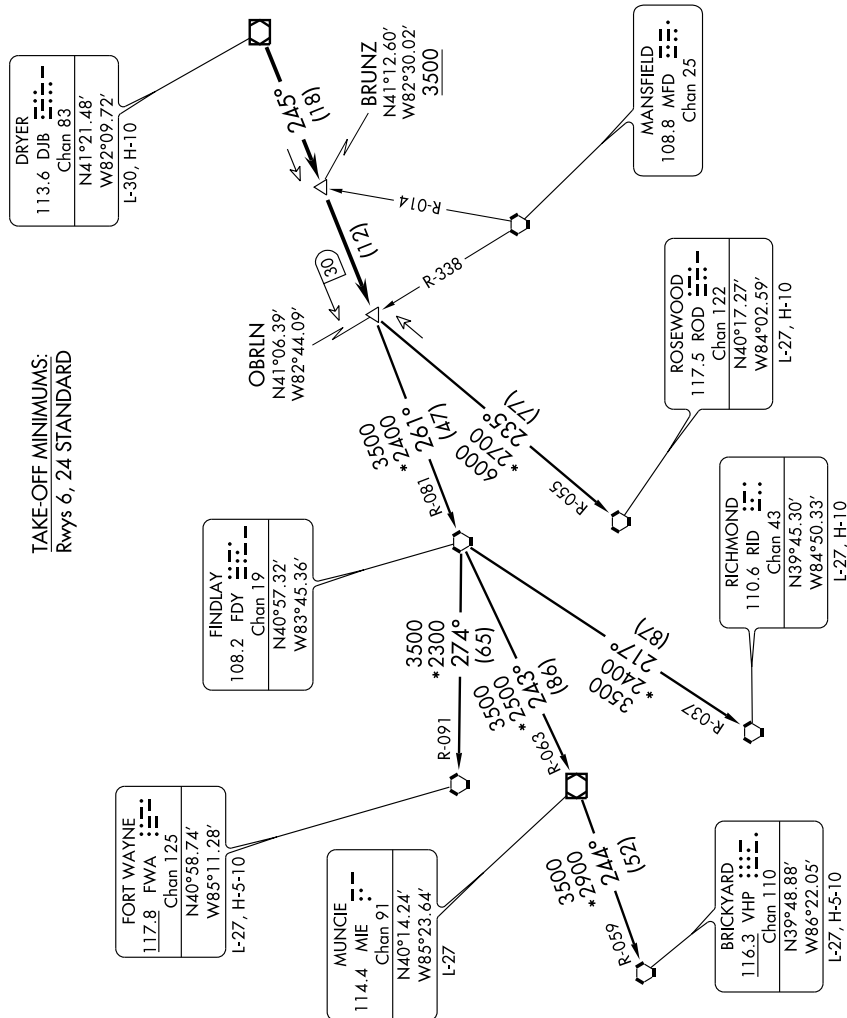
CATEGORY	A	B	C	D
S-6	1380-1 507 (600-1)	1380-1½ 507 (600-1½)		
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

REIL Rwy 6 0
HIRL Rwy 6-24 0

OBRLN TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 6, 24 STANDARDCLEVELAND DEP CON
125.35 346.325NOTE: RADAR required
NOTE: Chart not to scale.

OBRLN TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.
Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.

Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

APP CRS	Rwy Idg	5102
057°	TDZE	873
	Apt Elev	879

RNAV (GPS) RWY 6

CLEVELAND/CUYAHOGA COUNTY (CGF)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Cleveland-Hopkins
 Init altimeter setting and increase all MDA 60 feet. Increase
 LNAV Cat D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct KROOK
 and via 126° Track to CXR VOR/DME and hold.

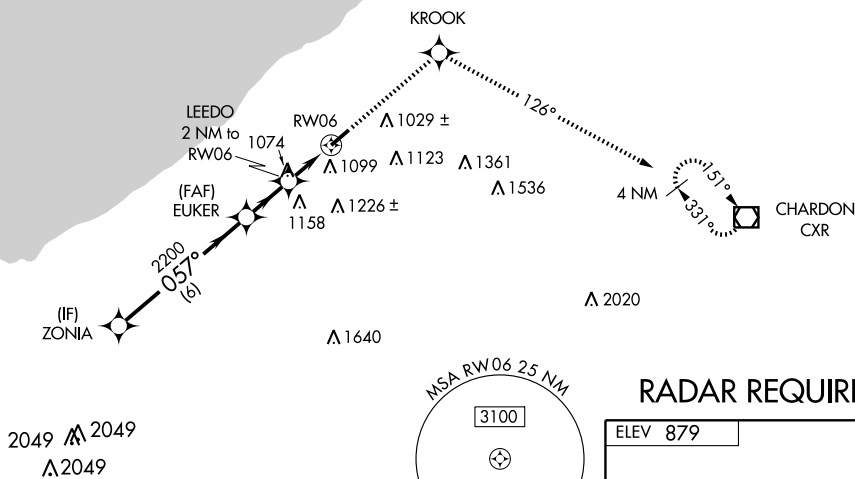
CLEVELAND APP CON
125.35 354.025

COUNTY TOWER★
118.5 (CTAF) 0

GND CON
121.85

CLNC DEL
121.85

UNICOM
122.95



RADAR REQUIRED

ELEV 879

ZONIA

3000

EUKER

2200

LEEDO
2 NM to
RW06

3.04°
TCH 42

1540

RW06

6 NM

2 NM

2 NM

CATEGORY

A

B

C

D

LNAV MDA

1380-1

507 (600-1)

1380-1½

507 (600-1½)

CIRCLING

1400-1

521 (600-1)

1420-1

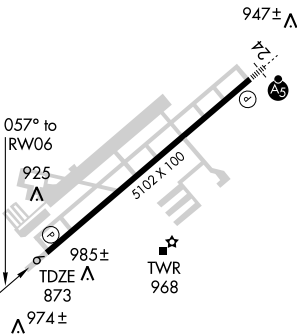
541 (600-1)

1420-1½

541 (600-1½)

1480-2

601 (700-2)



REIL Rwy 6 0
 HIRL Rwy 6-24 0

APP CRS	Rwy Idg	5102
238°	TDZE	879
	Apt Elev	879

RNAV (GPS) RWY 24

CLEVELAND/CUYAHOGA COUNTY (CGF)

▼ For inoperative MALS, increase LNAV Cats A/B visibility to 1 mile and Cat D to 1 1/4 mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALS when using Cleveland-Hopkins Intl altimeter setting, increase LNAV Cats A/B visibility to 1 mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and circling Cat C visibility 1/4 mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

MALS



MISSED APPROACH:
Climb to 3000 direct
EUKER and via 149°
Track to WEXER and
hold.

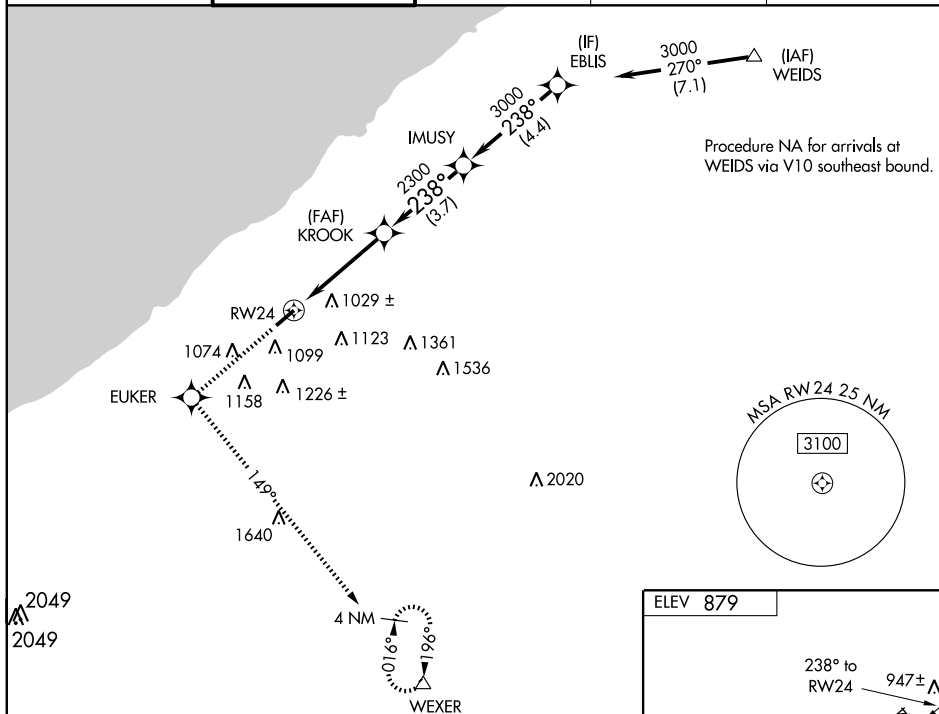
CLEVELAND APP CON
125.35 354.025

COUNTY TOWER ★
118.5 (CTAF) 0

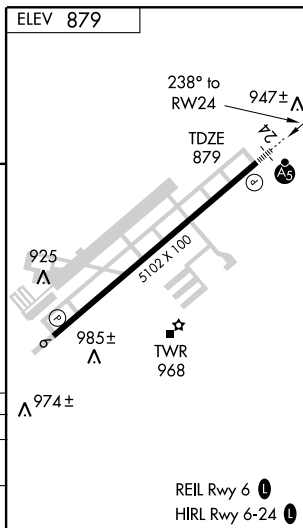
GND CON
121.85

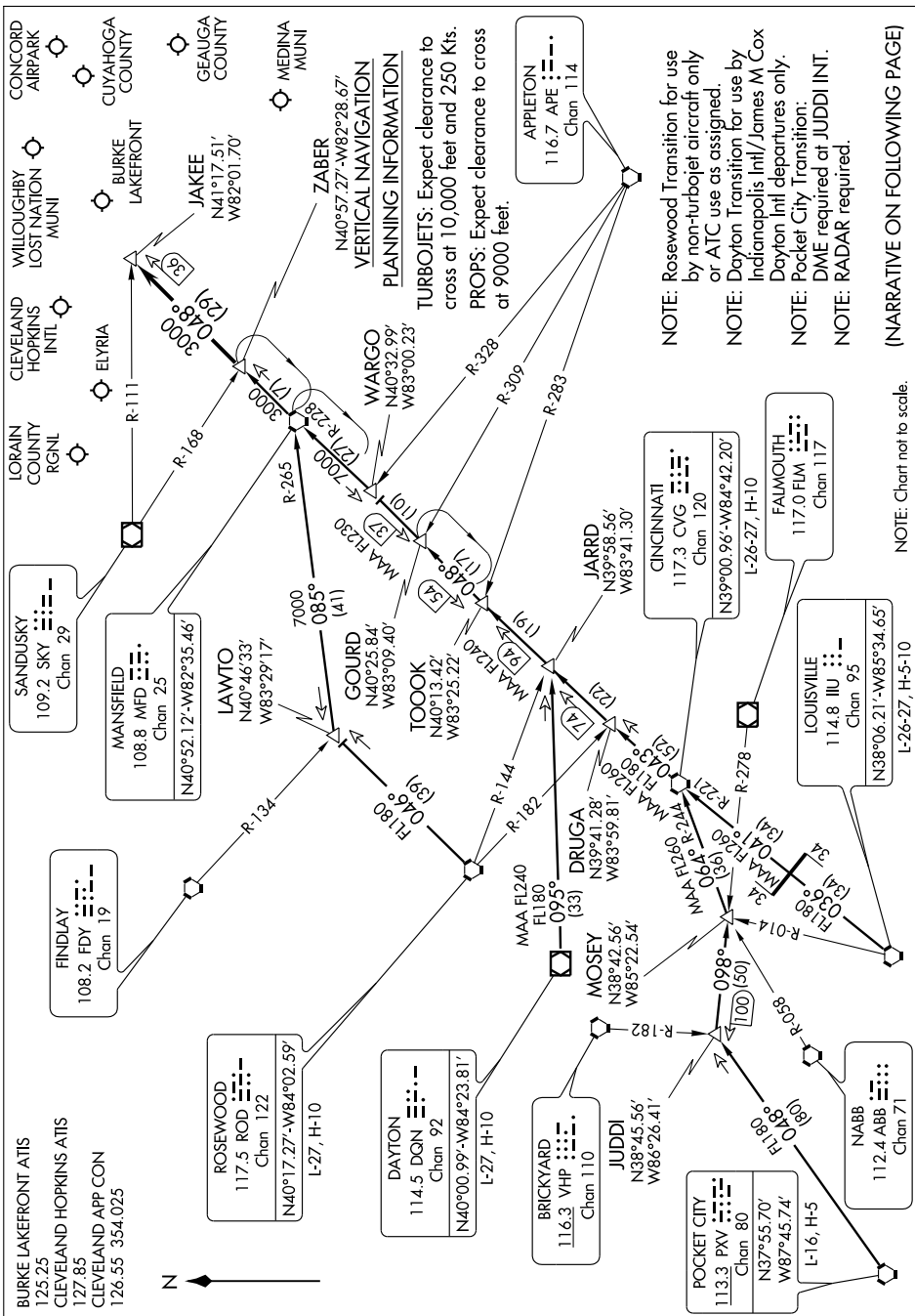
CLNC DEL
121.85

UNICOM
122.95



3000 ↑	EUKER ✦	149° Track	WEXER △	IMUSY		EBLIS	





ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



CLEVELAND-HOPKINS INTL (CLE) 9 SW UTC-5(-4DT) N41°24.57' W81°51.30'

791 B S4 FUEL 100LL, JET A1 + OX 1, 2, 3, 4 AOE Class I, ARFF Index C

DETROIT**H-106, L-306****IAP, AD**

NOTAM FILE CLE

Rwy 06R-24L: H9955X150 (CONC-GRVD) S-100, D-185, 2S-175, 2D-340 HIRL CL**Rwy 06R:** MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 47'. Thld dsplcd 1926'. Trees.**Rwy 24L:** MALSR. PAPI (P4R)—GA 3.0° TCH 75'.**Rwy 06L-24R:** H9000X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-400 HIRL CL**Rwy 06L:** ALSF2. TDZL. PAPI (P4L)—GA 3.0° TCH 55'. Trees.**Rwy 24R:** ALSF2. TDZL. PAPI (P2R)—GA 3.0° TCH 55'.**Rwy 10-28:** H6017X150 (ASPH-CONC-GRVD) S-155, D-200, 2S-175, 2D-400 HIRL 0.5% up E.**Rwy 10:** PAPI (P4L). Road.**Rwy 28:** REIL. MALSR. PAPI (P4R)—GA 3.0° TCH 42'. Pole.**RUNWAY DECLARED DISTANCE INFORMATION****Rwy 06R:** LDA-8029

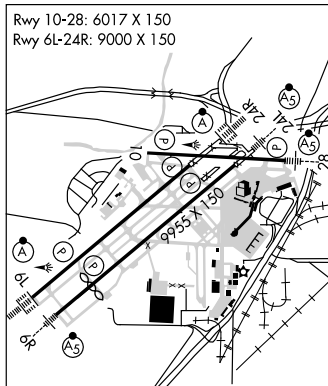
AIRPORT REMARKS: Attended continuously. Deer and birds, including waterfowl, on and in/ovf arpt. All apchs are over noise sensitive areas. Arpt late night noise abatement procedures are in effect 0400-1100Z. Additional noise abatement procedures are in effect, call arpt manager normal business hrs at 216-265-6090. Twy L2 clsd between Rwy 06R-24L and Twy L: area marked with lgtd barricades and reflectors. The following twys are clsd annually from 15 Oct through 15 Apr to support deicing ops at Cleveland-Hopkins Intl: Twy M, Twy M1 between Twy L and Twy J1, Twy M2 between Twy L and Twy J1, Twy J2 between Twy A and Twy K. Taxilane J south of Twy K restricted to acft with a wingspan of 171' or less. Pad 2 rstd to Group II acft, less than 79' wingspan. NASA Glenn Research Center; NASA ramp PPR call 216-433-2020; Mon-Fri 1300-2230Z. Contact NASA ops on freq 122.925 within 50 NM. Ldg Fee. Rws 06L, 24L and 24R runway visual range touchdown, midfield, rollout avbl. Rwy 28 runway visual range touchdown avbl. Flight Notification Service (ADCUS) available Mon-Fri 1200-0200Z; Sat-Sun 1400-2200Z; all request for svc must be made with the U.S. Customs Svc office lctd at gate A-14 call 216-267-3600 during listed hours.

NOTE: All CLE SOIA/PRM users refer to Special Notices Section. **NOTE:** See Special Notices—ILS Prior (Simultaneous Close Parallel) Procedure For Pilots Filing Flight Plans to Cleveland-Hopkins Intl (CLE).

Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (216) 267-9955/9956. TDWR.**COMMUNICATIONS:** D-ATIS ARR 127.85 D-ATIS DEP 132.375 UNICOM 122.95

RCO 122.35 122.2 122.1R 113.6T (CLEVELAND RADIO)

R APP CON 124.0 (Rwy 06R-24L and Rwy 28) 126.55 and Rwy 28 119.625 (Rwy 06L-24R)**R** DEP CON 118.15 (057°-236°) 128.25 (237°-056°) 125.85**TOWER** 120.9 (Rwy 06R-24L and Rwy 10-28) 124.5 135.225 (Rwy 06L-24R)**GND CON** 121.7 (Rwy 06R-24L and Rwy 10-28) 133.6 (Rwy 06L-24R)**CLNC DEL** 125.05 **PRE-TAXI CLNC** 125.05 **RAMP CTL** 129.17**AIRSPACE: CLASS B:** See VFR Terminal Area Chart.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.**DRYER (H) VOR/DME** 113.6 DJB Chan 83 N41°21.48' W82°09.72' 082° 14.2 NM to fld. 780/5W. **HIWAS.****ILS/DME** 109.9 I-HPI Chan 36 Rwy 24L. Class IE.**ILS/DME** 111.9 I-CLE Chan 56 Rwy 06R. Class IE.**ILS/DME** 110.7 I-PXP Chan 44 Rwy 28. Class IE. Autopilot coupled apch not authorized blow 1080'.**ILS/DME** 111.55 I-LIZ Chan 52Y Rwy 06L. CLASS IIIE.**ILS/DME** 111.55 I-PVY Chan 52Y Rwy 24R. Class IIIE.**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at FSS.

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

<p>ATIS DEP 132.375 CLEVELAND DEP CON 128.25 346.32</p> <p><u>TAKE-OFF MINIMUMS:</u> Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.</p>	<p>DEPARTURE ROUTE DESCRIPTION</p> <p>TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence</p> <p>. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.</p>
<p>TAKE-OFF OBSTACLES:</p> <p>Rwy 10: Multiple Signs beginning 1237' from DER, 717' left of centerline, up to 68' AGL/857' MSL. Light Pole 1746' from DER, 786' right of centerline, 53' AGL/842' MSL. Tower 4157' from DER, 1456' right of centerline, 137' AGL/922' MSL.</p> <p>Rwy 28: Vehicle on road 304' from DER, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from DER, 240' left of centerline, 13' AGL/775' MSL. Multiple Trees beginning 1046' from DER, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from DER, 946' right of centerline, 80' AGL/840' MSL.</p> <p>Rwy 24R: Tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL. Multiple Trees beginning 3653' from DER, 857' left of centerline, up to 103' AGL/870' MSL.</p> <p>Rwy 24L: Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.</p> <div data-bbox="352 181 922 1406"> </div> <p>NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1. NOTE: RADAR REQUIRED.</p> <p>NOTE: Chart not to scale.</p>	

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

SL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . . . or assigned altitude for vectors to intercept the DIB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION [AMRST2.CRL]: From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION [AMRST2.VWV]: From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

- Rwy 10: Multiple Signs beginning 1237' from DER, 717' left of centerline, up to 68' AGL/857' MSL. Light Pole 1746' from DER, 786' right of centerline, 53' AGL/842' MSL. Tower 4157' from DER, 1456' right of centerline, 137' AGL/922' MSL.
- Rwy 28: Vehicle on road 304' from DER, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from DER, 240' left of centerline, 13' AGL/775' MSL. Multiple Trees beginning 1046' from DER, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from DER, 946' right of centerline, 80' AGL/840' MSL.
- Rwy 24R: Tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL. Multiple Trees beginning 3653' from DER, 857' left of centerline, up to 103' AGL/870' MSL.
- Rwy 24L: Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

ATIS DEP
132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF MINIMUMS:

Rwys 6L, 6R, 10, 24R,
24L, 28: STANDARD.

CARLETON 113.1 VOR Chan 104
N42°02.88'-W83°27.46'
L-28, H-10

R-159

WATERVILLE 113.1 VOR Chan 78
N41°27.09' W83°38.32'
L-28, H-10

R-115

7000
3390
(53)

SANDUSKY 109.2 SKY Chan 29
N41°21.48' W82°09.72'
L-30, H-10

DRYER 113.6 DIB Chan 83
N41°21.48' W82°09.72'
L-30, H-10

R-142

265°
(38)

265°
(22)

265°
(16)

5000

5000

5000

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2200
295°
(32)

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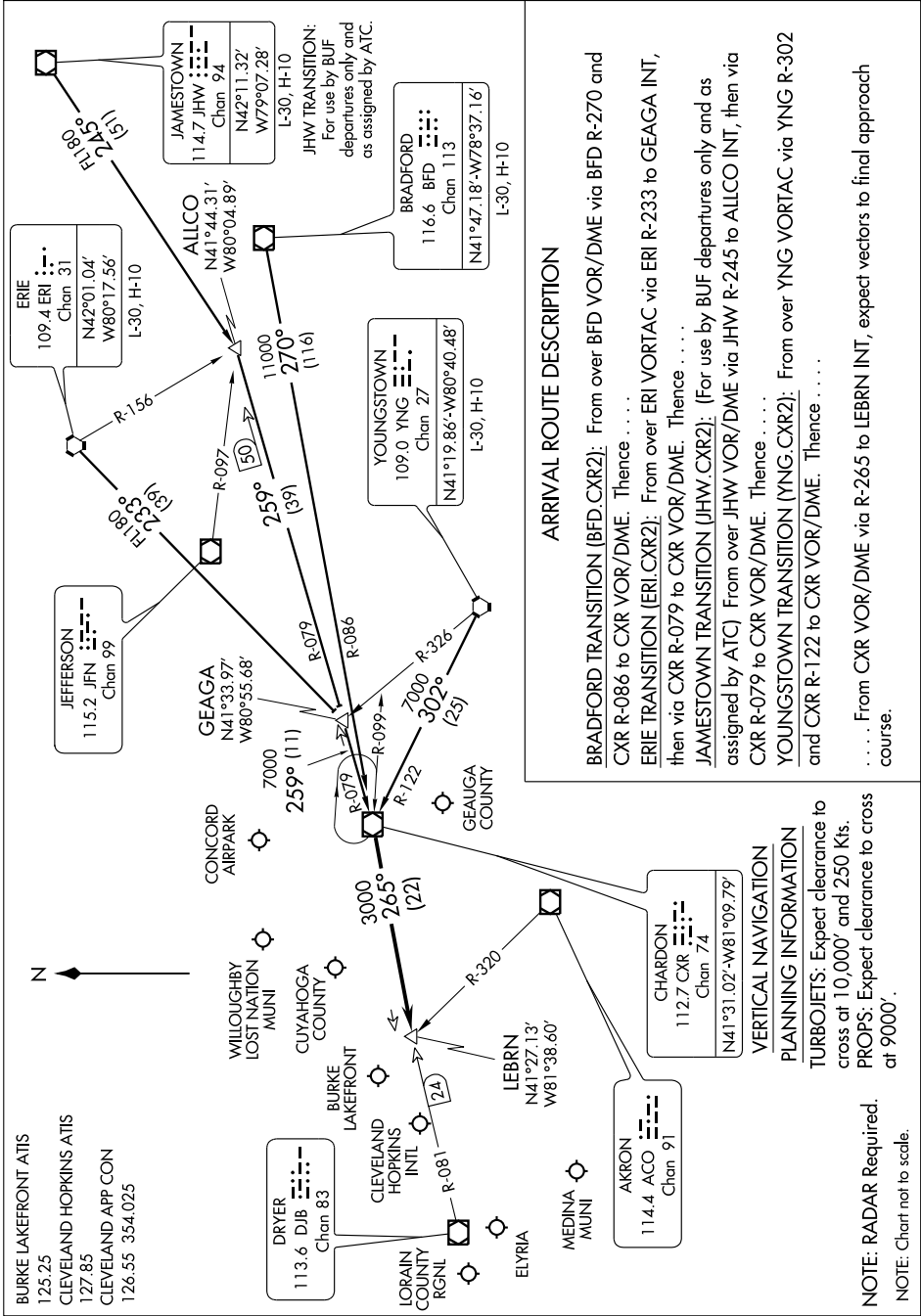
3000

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



CHARDON TWO ARRIVAL

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence
ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence
JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence
YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence
. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

NOTE: RADAR Required.
NOTE: Chart not to scale.

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

CONVERGING ILS RWY 24R

CLEVELAND-HOPKINS INTL (CLE)



Inoperative table does not apply.
Simultaneous converging approach authorized
with converging ILS Rwy 28.

NA

ALSF-2



MISSED APPROACH: Climbing right turn
to 3000 direct SKY VOR/DME and hold.

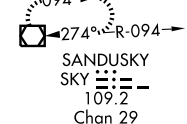
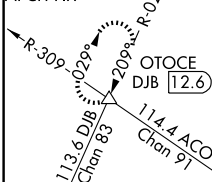
ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85 DEP 132.375	6R/24L, 28 6L/24R, 10 124.0 354.025 126.55 354.025	6R/24L, 10/28 6L/24R 120.9 273.45 124.5 273.45	6R/24L, 10/28 6L/24R 121.7 273.45 133.6 273.45

ALTERNATE MISSED
APCH FIX

MISSED APCH FIX

CLNC DEL

125.05 273.45



RADAR REQUIRED

OTOCE Δ
DJB 12.6

ELEV 791

D

237°

TDZE

780

845±

17.2

833

993

930

858±

930

930

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930

930

930

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TDZ/CL Rwy 6R, 6L, and 24R

REIL Rwy 28

HIRL Rws 10-28, 6R-24L, and 6L-24R

CLEVELAND, OHIO

Orig-A 26AUG10

41°25'N - 81°51'W

CLEVELAND-HOPKINS INTL (CLE)

CONVERGING ILS RWY 24R

LOC/DME I-PXP 110.7 Chan 44	APP CRS 280°	Rwy Idg TDZE Apt Elev	6017 791 791
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CONVERGING ILS RWY 28

CLEVELAND-HOPKINS INTL (CLE)



NA

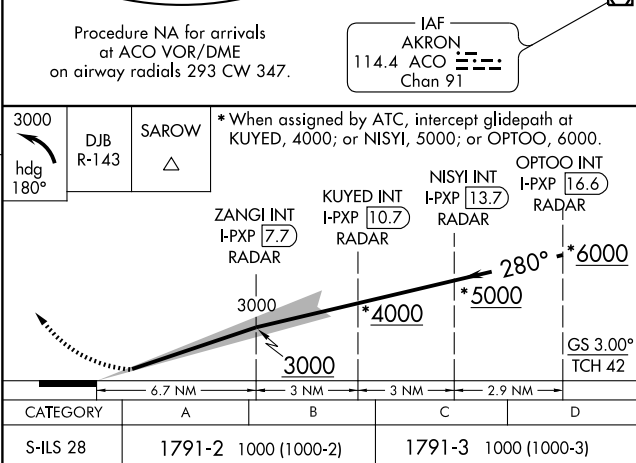
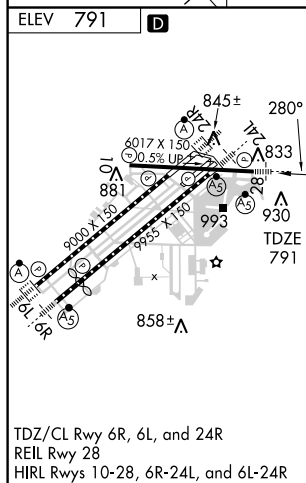
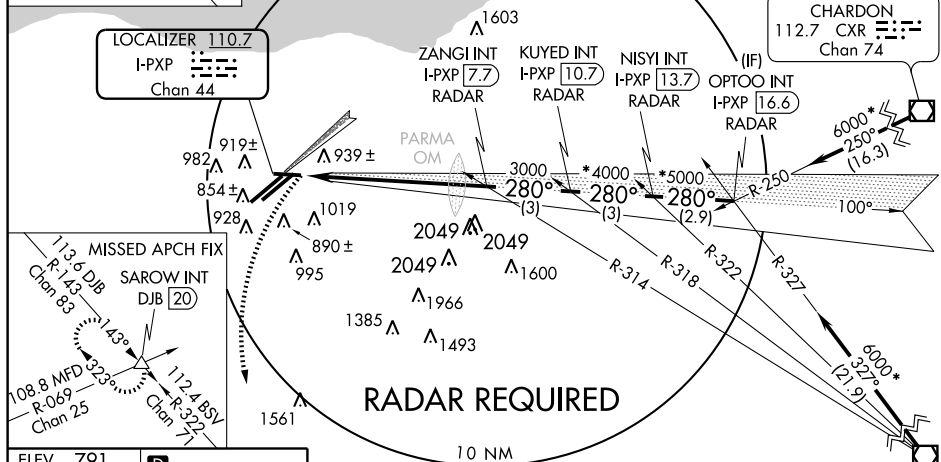
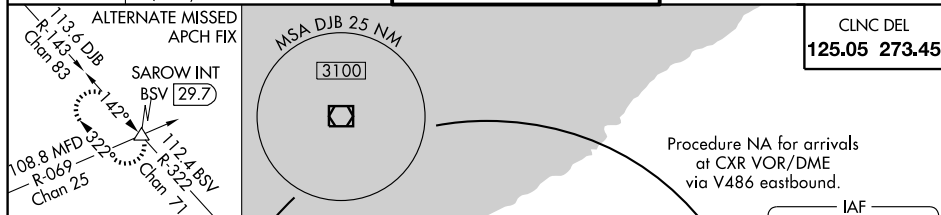
Inoperative table does not apply.
Simultaneous converging approach authorized
with converging ILS Rwy 24R.
Autopilot coupled approach NA below 1080.

MALSR



MISSED APPROACH: Climbing left turn to 3000
via heading 180° and DJB VOR/DME R-143 to
SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

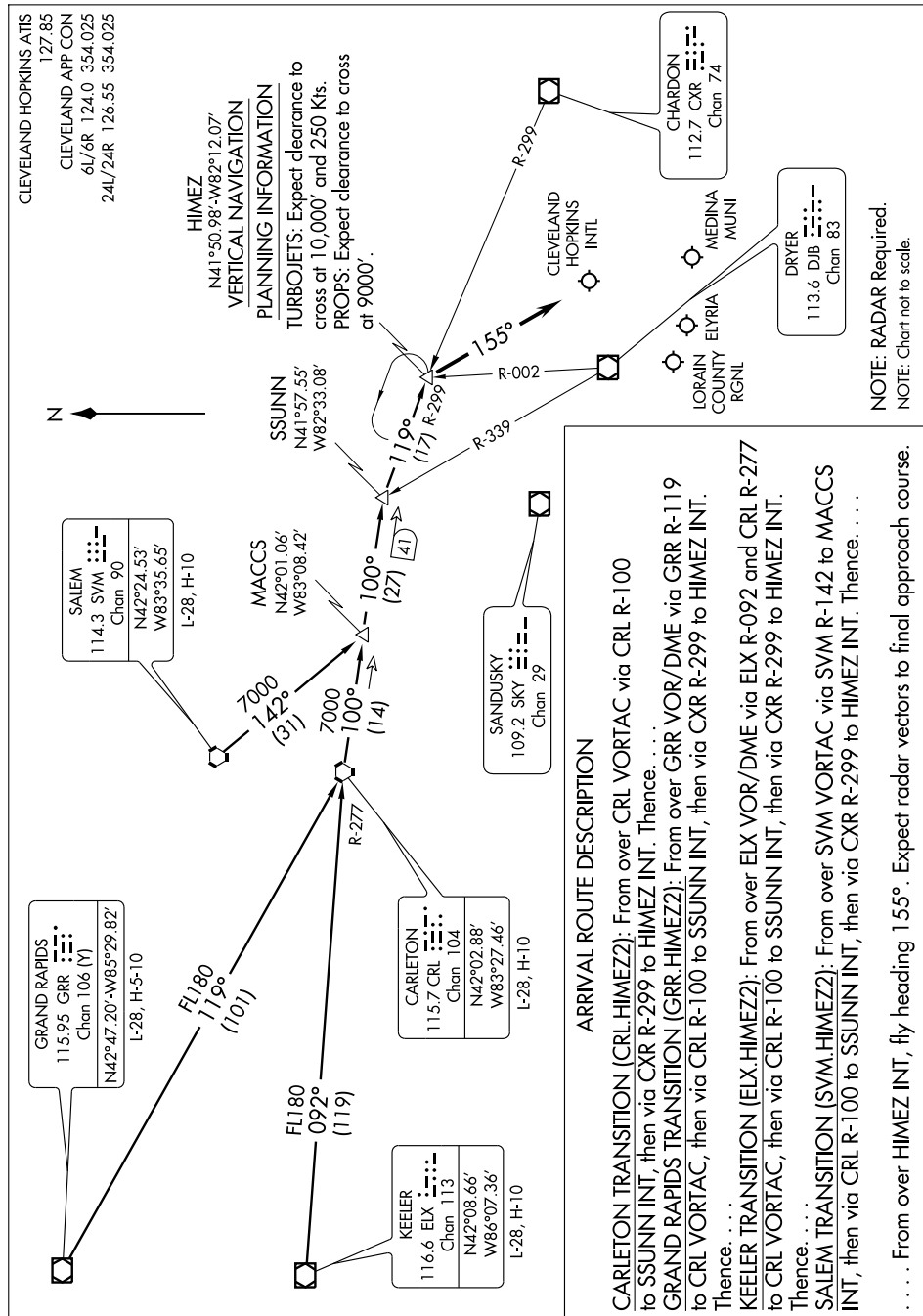


HIMEZ TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



HIMEZ TWO ARRIVAL

(MACCS.HIMEZ2) 07354

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PVY	APP CRS	Rwy Idg	24R	24L
111.55	237°	TDZE	9000	9955
Chan 52 (Y)		Apt Elev	780	787
			791	791

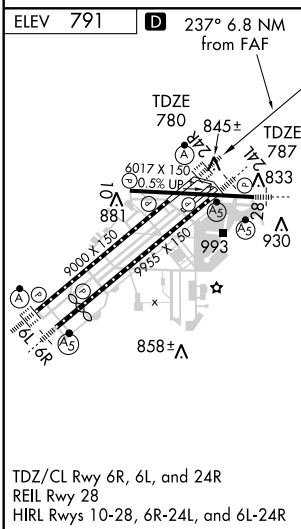
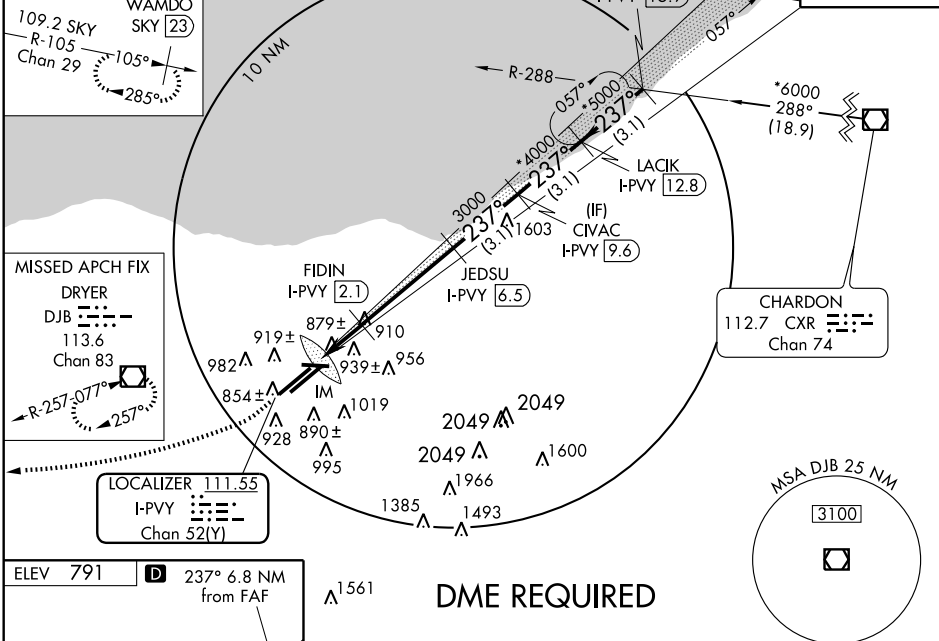
ILS or LOC/DME RWY 24R




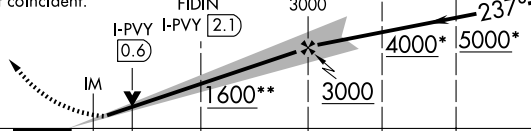
CLEVELAND-HOPKINS INTL (CLE)

	Inoperative table does not apply to sidestep 24L.	24L MALSR	24R ALSIF-2	MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

ALTERNATE MISSED APCH FIX	CLNC DEL
109.2 SKY R-105 Chan 29	125.05 273.45



1700	3000	DJB	*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.						
			**LOC only.						
VGSI and ILS glidepath not coincident.			JESDU I-PVY [6.5]	CIVAC I-PVY [9.6]	LACIK I-PVY [12.8]	PUDSE INT I-PVY [15.9]			
			FIDIN I-PVY [2.1]	3000	4000*	5000*			
			3000	4000*	5000*	237°-6000*			
			1600**	3000		Procedure Turn NA			
						GS 3.00° TCH 51			
			0.1	0.8	1.5 NM	4.4 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY			A	B	C	D			
S-ILS 24R			980/18 200 (200-½)						
S-LOC 24R			1140/24 360 (400-½)				1140/40 360 (400-¾)		
SIDESTEP 24L			1260/60 473 (500-1¼)		1260-1¾ 473 (500-1¾)		1260-2¼ 473 (500-2¼)		

ILS or LOC RWY 6L
CLEVELAND-HOPKINS INTL (CLE)

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold.

ELEV 791

D

Diagram illustrating the FAF to MAP 6.1 NM segment of the approach. Key points and dimensions shown include:

- TDZE 773
- TDZE 777 (858±)
- TDZE 930 (833±)
- Obstacle A5 (845±)
- Obstacle A3 (833±)
- Dimensions: 6017 x 150, 5000 x 150, 9925 x 150
- Slope: 0.5% UP
- Star symbol indicating a specific point of interest.

057° 6.1 NM
from FAF

TDZ/CL Rwy 6R, 6L, and 24R

REIL Rwy 28

HIRL Rws 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CLEVELAND-HOPKINS INTL (CLE)
ILS or LOC RWY 6L

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 6R
CLEVELAND-HOPKINS INTL (CLE)

MISSED APPROACH: Climbing right
via heading 072° and CXR VOR/DME
to LEBRN INT/CXR 22 DME and hold.

6R/24L, 10/28 **121.7 273.45**

6L/24R 133.6 273.45

125.05 273.45



EC-2, 26 AUG 2010 to 23 SEP 2010

LEBRN
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LCIF

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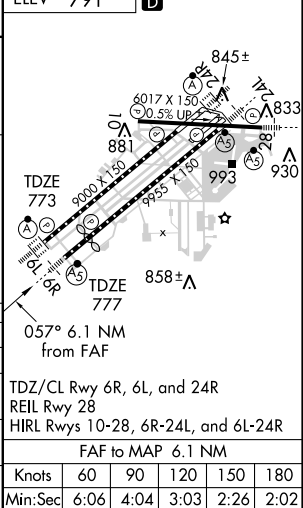
1

56

105304

1°51'W

9



CLEVELAND-HOPKINS INTL (CLE)
ILS or LOC RWY 6R

LOC/DME I-HPI	APP CRS	Rwy Idg	24R	24L
109.9	237°	TDZE	9000	9955
Chan 36		Apt Elev	780	787
			791	791

ILS or LOC RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

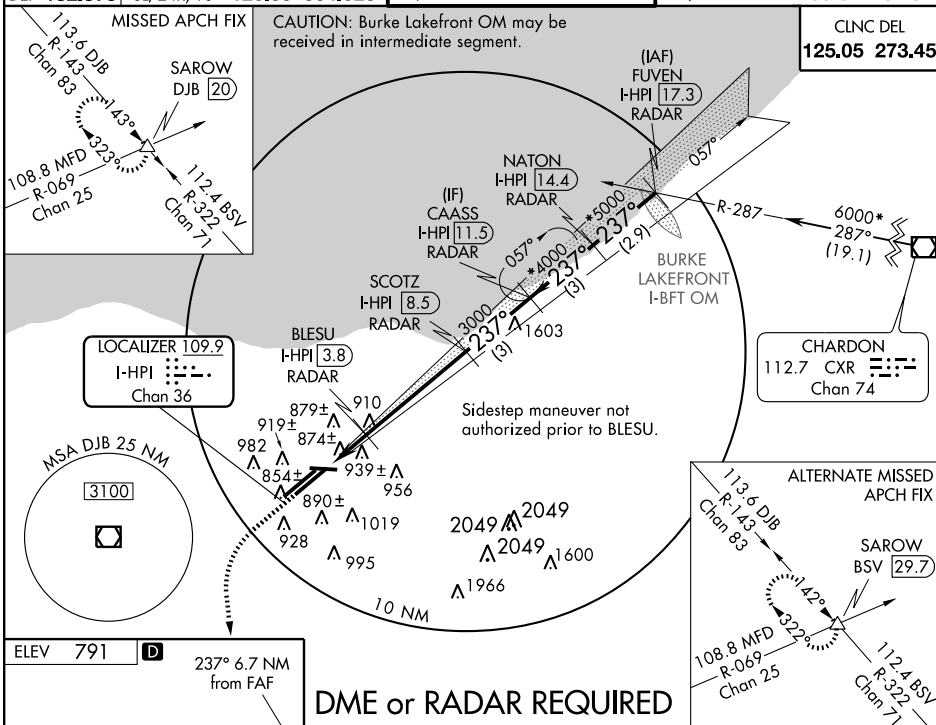


Inoperative table does not apply to Sidestep 24R.
DME or RADAR required.



MISSED APPROACH: Climb to 1300
then climbing left turn to 3000
via heading 200° and DJB R-143 to
SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45



ELEV 791	D	237° 6.7 NM from FAF
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DME or RADAR REQUIRED

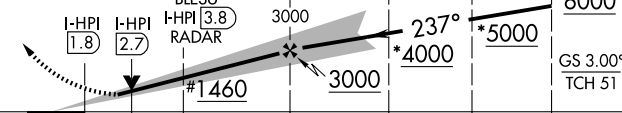
1300	3000	DJB R-143	SAROW
↑	hdg 200°		△

* When authorized by ATC, intercept glidepath at 4000; or 5000; or 6000.

LOC only

SCOTZ I-HPI [8.5] RADAR	CAASS I-HPI [11.5] RADAR	NATON I-HPI [14.4] RADAR	FUVEN I-HPI [17.3] RADAR
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VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 24L	987/18 200 (200-½)			
S-LOC 24L	1140/24 353 (400-½)			1140/40 353 (400-¾)
SIDESTEP 24R	1140/60 360 (400-1¼)		1140-1½ 360 (400-1½)	1140-2 360 (400-2)

TDZ/CL Rwy 6R, 6L, and 24R	858±
REIL Rwy 28	
HIRL Rws 10-28, 6R-24L, and 6L-24R	
FAF to MAP 6.7 NM	
Knots	60 90 120 150 180
Min:Sec	6:42 4:28 3:21 2:41 2:14

ILS or LOC RWY 28
CLEVELAND-HOPKINS INTL (CLE)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.

	GND CON	
6R/24L, 10/28	121.7	273.45
6L/24R	133.6	273.45



094°
274°-R-094→
SANDUSKY
109.2 SKY
Chan 29

Procedure NA for arrivals at
CXR VOR/DME via V486 eastbound.

CLNC DEL
125.05 273.45

OPTOO INT
I-PXP 16.6
RADAR

— IAF —
CHARDON
7 CXR 
Chan 74

MISSED APCH FIX
DRYER
113.6 DJB 
Chan 83 

ELEV 791	D
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TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CLEVELAND, OHIO
Amdt 23B 26AUG10

1 400
↑

3000

DJB


*When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.

1-PY
1.0

PKP	I-PKP
0	2.5

Z

LANGI INT
I-PXP 7.7
RADAR
|
3000

KUYE
I-PXF
RA

ED INT 10.7
DAR

XP 13.7
RADAR

280° * 6000
Procedure
Turn NA
GS 3.00°
TCH 42

CATEGORY

A	B	C	D
991/24 200 (200-½)			

1300/24 509 (600-1/2)	1300/50 509 (600-1)
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CLEVELAND-HOPKINS INTL (CLE)
US - LOG BNA/00

ILS or LOC RWY 28

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 6L

(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791



NA

Procedure NA when glideslope not available.
Simultaneous approach authorized with LDA Rwy 6R.
Dual VHF Comm required. See additional requirements on PRM information page. Runway 6L and 6R separated by 1241 feet centerline to centerline.

ALSIF-2

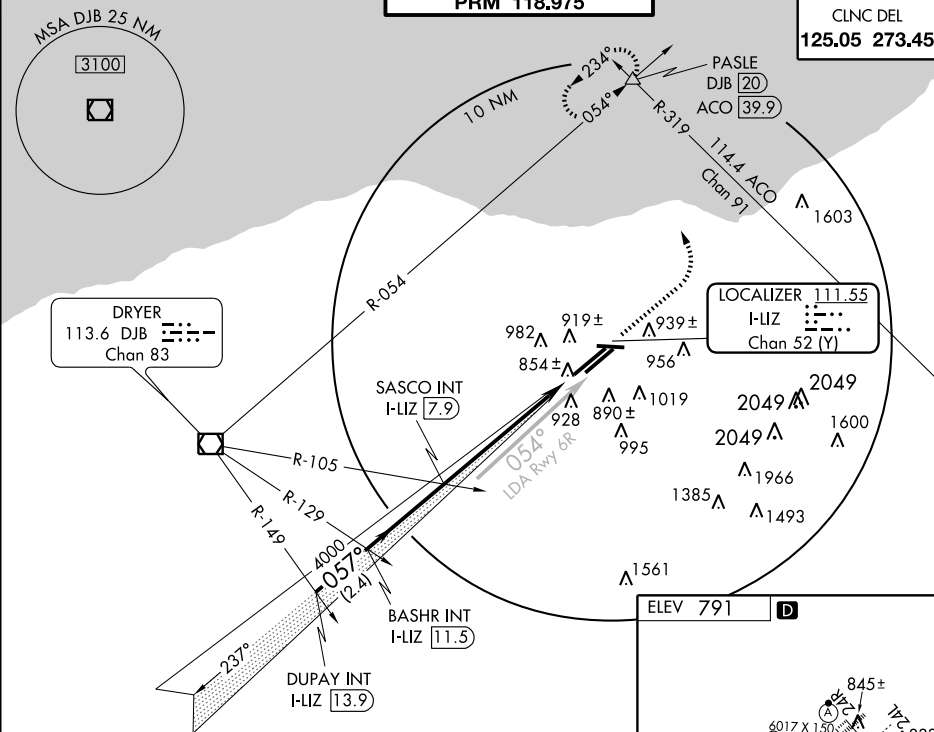


MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold.

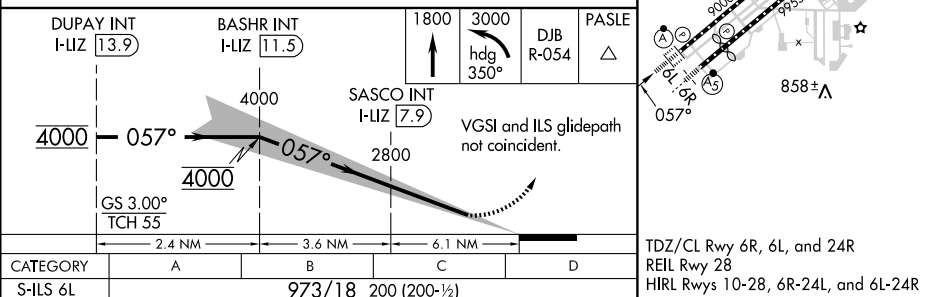
ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 118.975	

CLNC DEL

125.05 273.45



RADAR REQUIRED



CLEVELAND, OHIO

Orig-C 26AUG10

41°25'N - 81°51'W

CLEVELAND-HOPKINS INTL (CLE)

ILS PRM RWY 6L (SIMULTANEOUS CLOSE PARALLEL)

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 6L approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA TRAFFIC:** While conducting this ILS/PRM approach to Runway 6L, other aircraft may be conducting the Offset LDA/PRM approach to Runway 6R. These aircraft will approach from the right-rear and will re-align with 6R after making visual contact with the ILS traffic.

(SIMULTANEOUS CLOSE PARALLEL)

41°25'N - 81°51'W

CLEVELAND, OHIO

LOC/DME I-PVY 111.55 Chan 52 (Y)	APP CRS 237°	Rwy Idg TDZE Apt Elev	9000 780 791
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ILS PRM RWY 24R (SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

NA Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with LDA PRM Rwy 24L. Dual VHF comm required. Runways 24R and 24L separated by 1241 feet centerline to centerline. See additional requirements on adjacent information page.



MISSED APPROACH:
Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

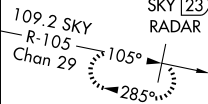
ATIS	CLEVELAND APP CON
ARR 127.85	6R/24L, 28 124.0 354.025
DEP 132.375	6L/24R, 10 126.55 354.025

CLEVELAND TOWER
6R/24L, 10/28 120.9 273.45
6L/24R 124.5 273.45
PRM 118.975

GND CON
6R/24L, 10/28 121.7 273.45
6L/24R 133.6 273.45

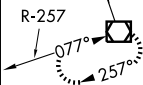
ALTERNATE MISSED
APCH FIX

WAMDO
SKY **23**
RADAR

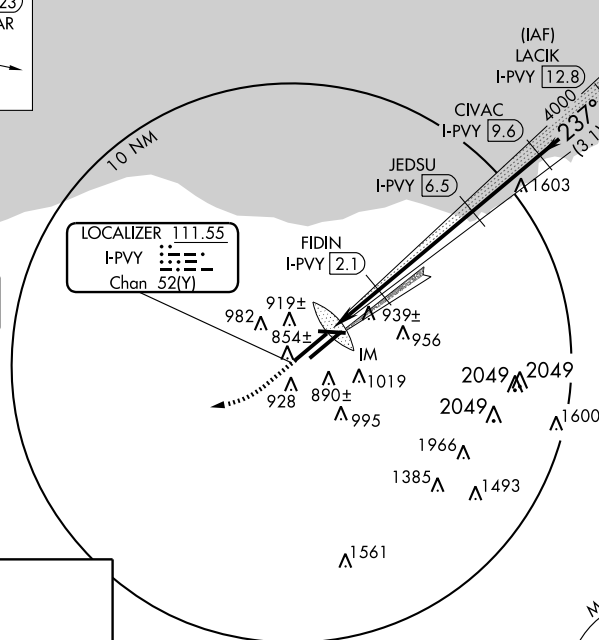


CLNC DEL
125.05 273.45

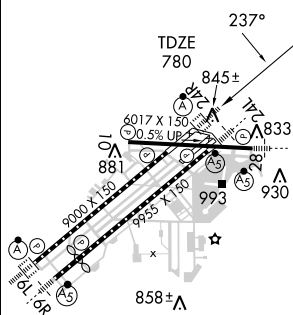
DRYER
113.6 DJB
Chan 83



LOCALIZER **111.55**
I-PVY
Chan **52**(Y)

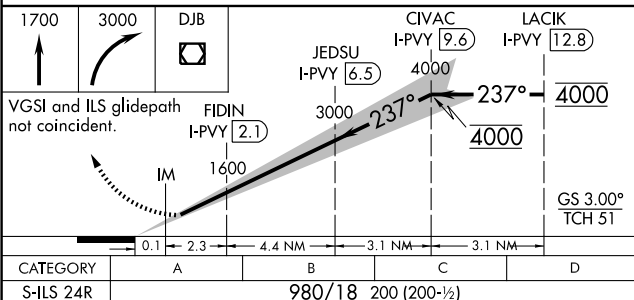


ELEV 791



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwy 10-28, 6R-24L, and 6L-24R

RADAR and DME REQUIRED



CLEVELAND, OHIO

Orig-B 26AUG10

41°25'N - 81°51'W

CLEVELAND-HOPKINS INTL (CLE)

(SIMULTANEOUS CLOSE PARALLEL)

ILS PRM RWY 24R

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 24R and LDA/PRM 24L approaches are in progress, pilots should brief to fly the ILS/PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R chart may be used after completing the following briefing items:

- Minimums and missed approach procedures are unchanged.
- Monitor frequency no longer required.
- A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,600 feet at CLE.

- Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA Traffic:** While conducting this ILS/PRM 24R approach, other aircraft may be conducting the Offset LDA/PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

5. **Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

(SIMULTANEOUS CLOSE PARALLEL)

41°25'N - 81°51'W

CLEVELAND, OHIO

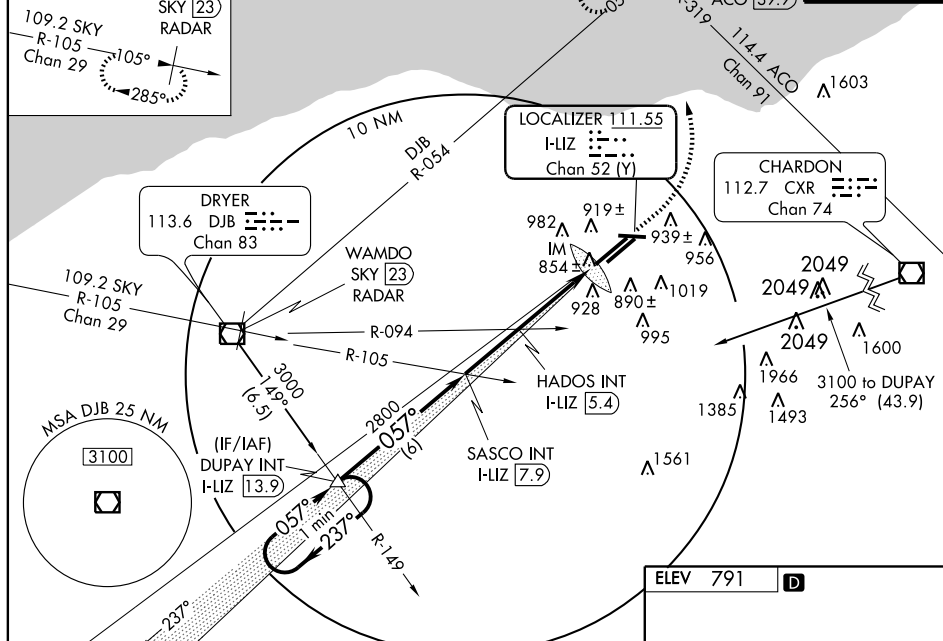
LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

ILS RWY 6L (CAT III) **CLEVELAND-HOPKINS INTL (CLE)**

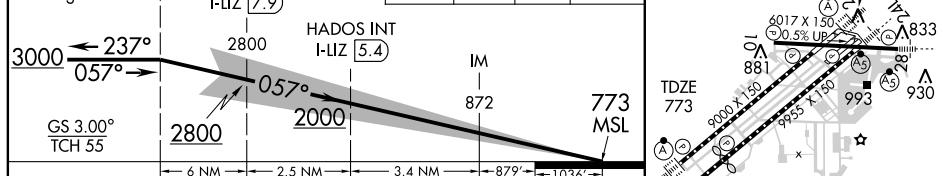
ALSF-2	MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold
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ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

ALTERNATE MISSED APCH FIX	WAMDO SKY 23 RADAR	CLNC DEL 125.05 273.45
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One Minute Holding Pattern	DUPAY INT I-LIZ 13.9	VGSI and ILS glidepath not coincident.	1800	3000	DJB R-054	PASLE
	SASCO INT I-LIZ 7.9		hdg 350°			



CATEGORY	A	B	C	D
S-ILS 6L		CAT IIIa	RVR 07	
S-ILS 6L		CAT IIIb	RVR 06	
S-ILS 6L		CAT IIIc	NA	

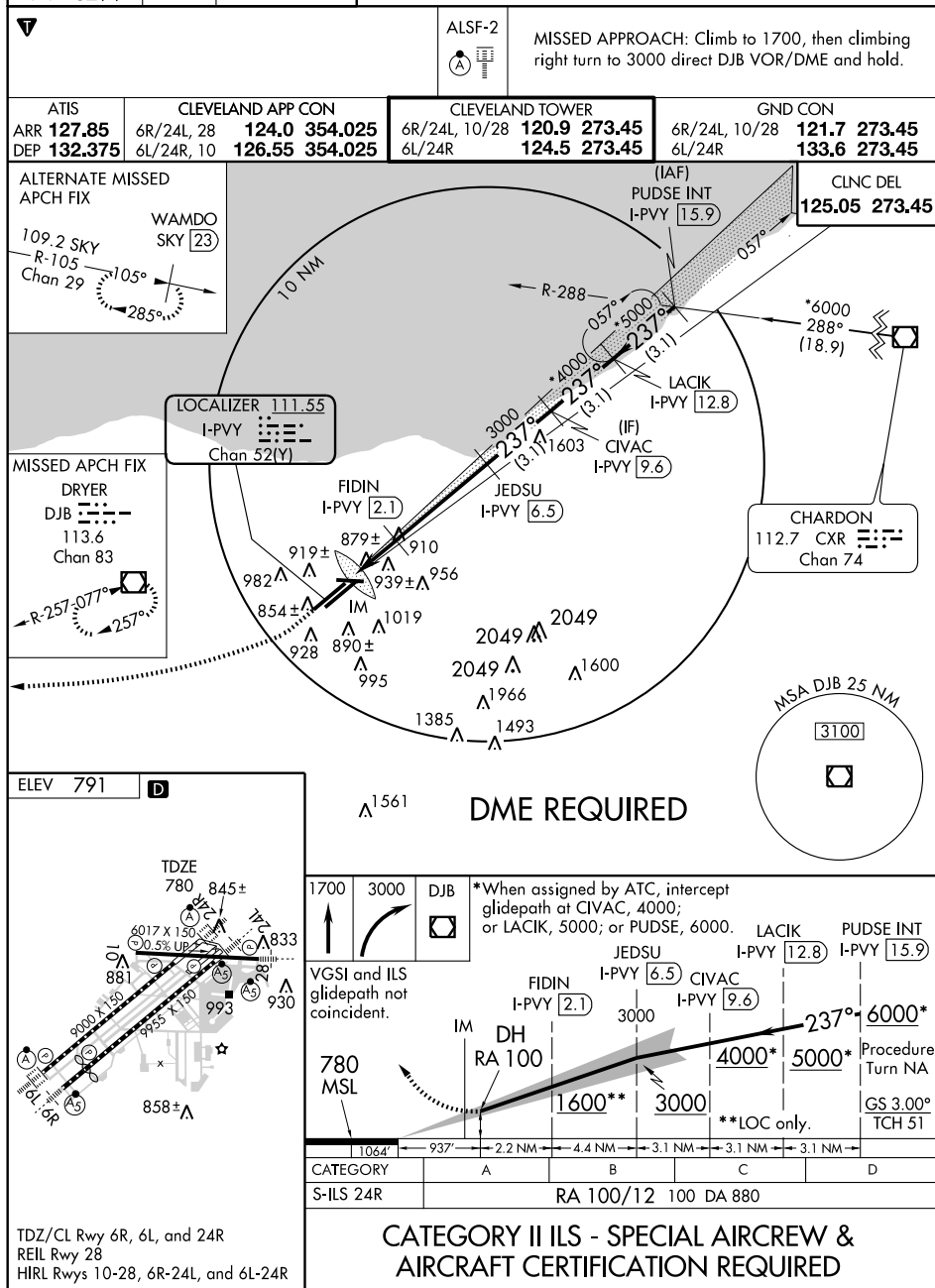
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6R, 6L, and 24R
 REIL Rwy 28
 HIRL Rwy 10-28, 6R-24L, and 6L-24R

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

ILS RWY 24R (CAT II)

CLEVELAND-HOPKINS INTL (CLE)

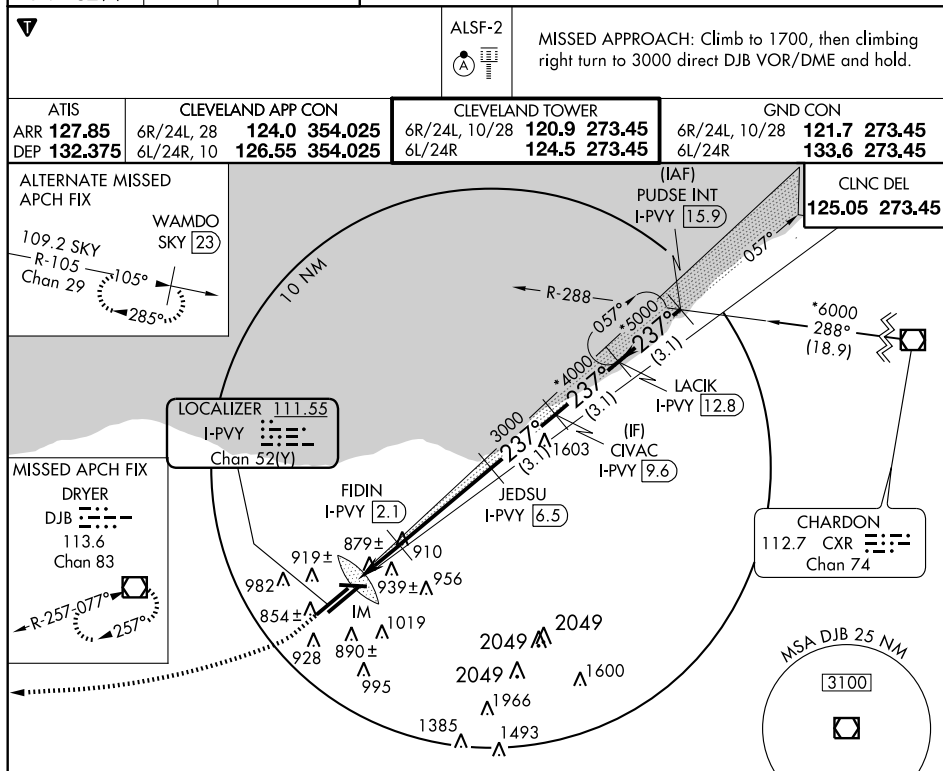


EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

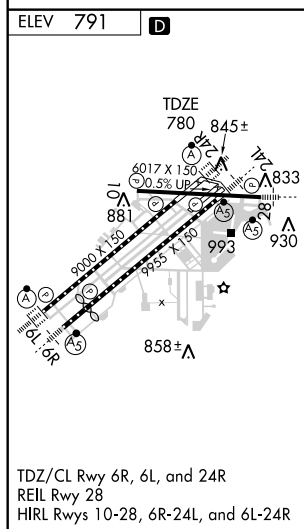
LOC/DME I-PVY <u>111.55</u> Chan 52 (Y)	APP CRS 237°	Rwy Idg 9000 TDZE 780 Apt Elev 791
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ILS RWY 24R (CAT III)
CLEVELAND-HOPKINS INTL (CLE)



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



DME REQUIRED

1561
A

1700 3000 DJB

When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000*; or PUDSE, 6000.

**LOC only.

JEDSU I-PVY [6.5] LACIK I-PVY [12.8] PUDSE INT I-PVY [15.9]

VGSB and ILS glidepath not coincident.

FIDIN I-PVY [2.1] CIVAC I-PVY [9.6]

IM 876

780 MSL

1064' 857' 2.3 NM 4.4 NM 3.1 NM 3.1 NM 3.1 NM

1600** 3000 4000* 5000* 6000*

237° Procedure Turn NA

GS 3.00% TCH 51

CATEGORY	A	B	C	D
S-ILS 24R		CAT IIIa RVR 07		
S-ILS 24R		CAT IIIB RVR 06		
S-ILS 24R		CAT IIIC NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.
Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.
Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

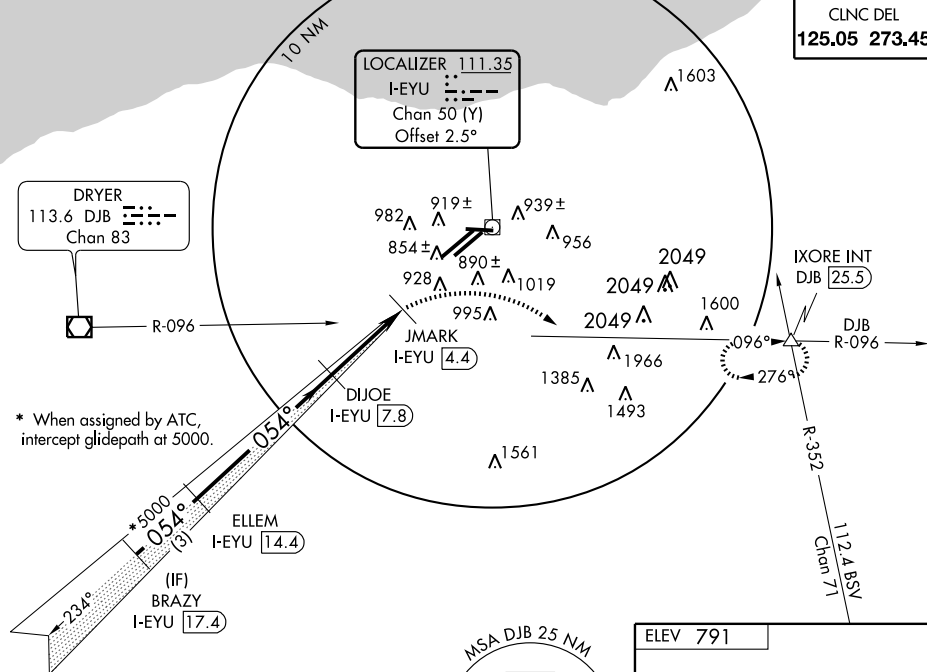
LOC/DME I-EYU 111.35 Chan 50 (Y)	APP CRS 054°	Rwy Idg TDZE Apt Elev	8029 777 791
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LDA/DME RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

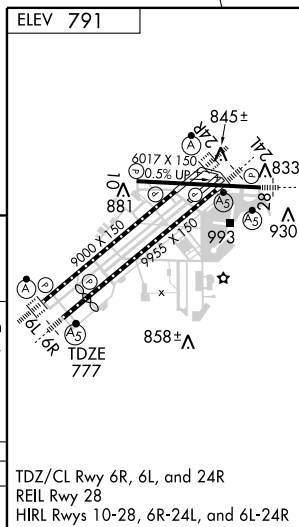
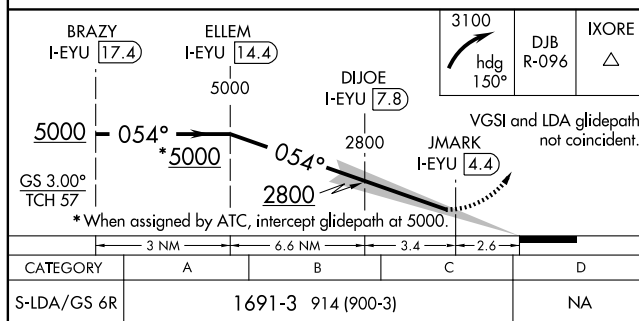
<p>▼</p> <p>▲ NA</p>	<p>Runway 6L and 6R separated by 1241 feet centerline to centerline. Inoperative table does not apply.</p> <p>Procedure NA when glideslope not available.</p> <p>Visibility reduction by helicopters NA.</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.</p>
<p>ATIS</p> <p>ARR 127.85</p> <p>DEP 132.375</p>	<p>CLEVELAND APP CON</p> <p>6R/24L, 28 124.0 354.025</p> <p>6L/24R, 10 126.55 354.025</p>	<p>CLEVELAND TOWER</p> <p>6R/24L, 10/28 120.9 273.45</p> <p>6L/24R 124.5 273.45</p>	<p>GND CON</p> <p>6R/24L, 10/28 121.7 273.45</p> <p>6L/24R 133.6 273.45</p>

CLNC DEL
125.05 273.45



RADAR REQUIRED

LDA/GLIDESLOPE



LOC/DME I-FVZ 111.35 Chan 50 (Y)	APP CRS 239°	Rwy Idg TDZE Apt Elev 791	9955 786 791
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LDA/DME RWY 24L

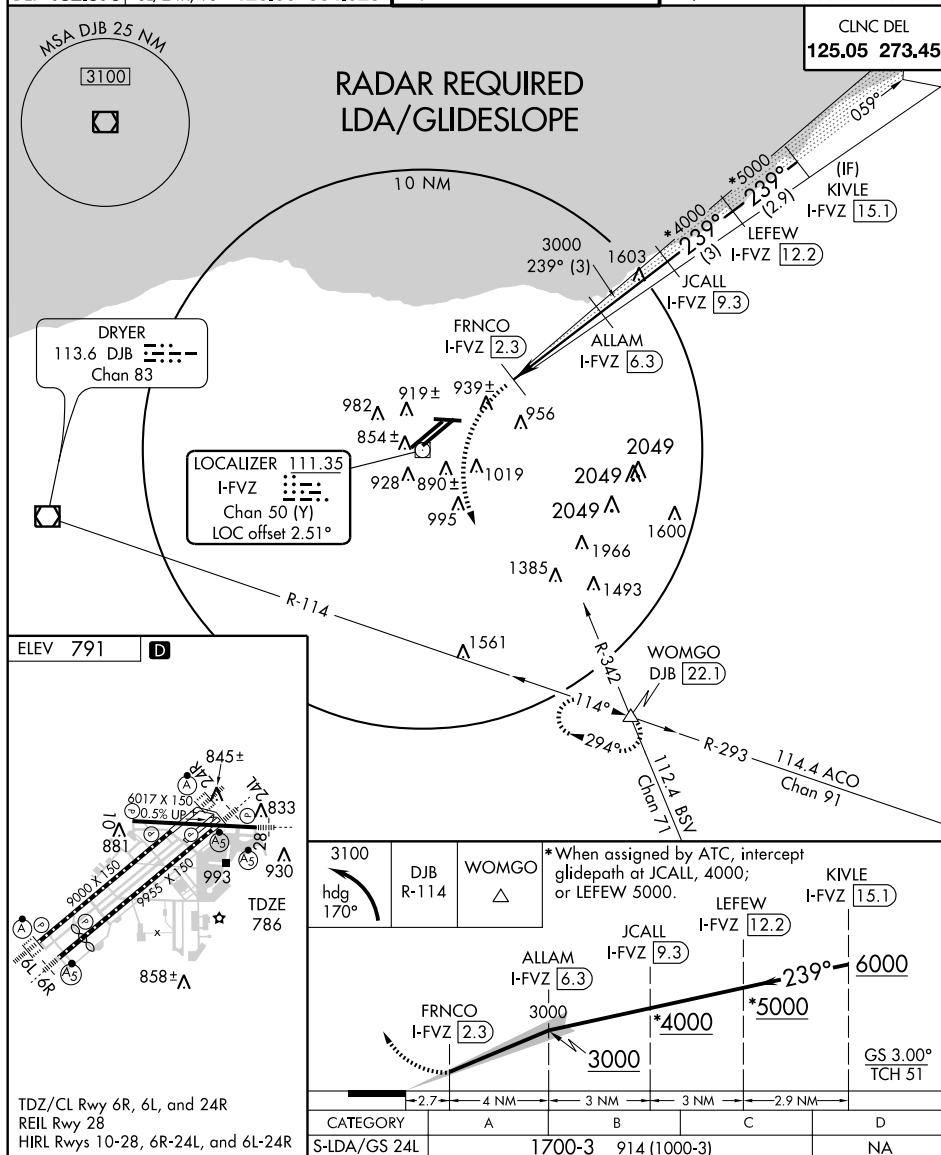
CLEVELAND-HOPKINS INTL (CLE)

V Inoperative table does not apply.
A NA Runway 24L and 24R separated by 1241 feet centerline to centerline.
 Procedure NA when glideslope not available.



MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85 DEP 132.375	6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45



LOC/DME I-EYU 111.35	APP CRS 054°	Rwy Idg TDZE Apt Elev	8029 777 791
Chan 50 (Y)			

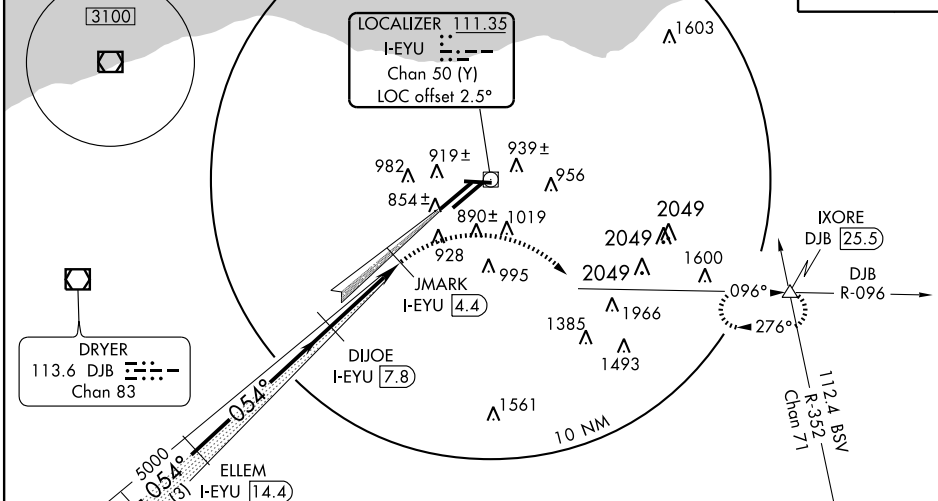
LDA PRM RWY 6R

(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

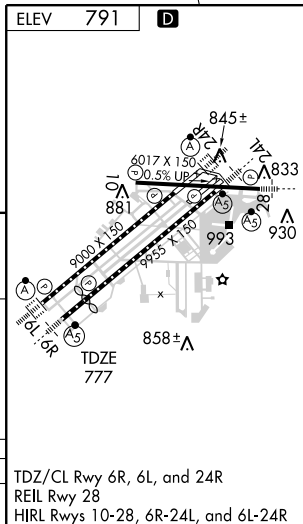
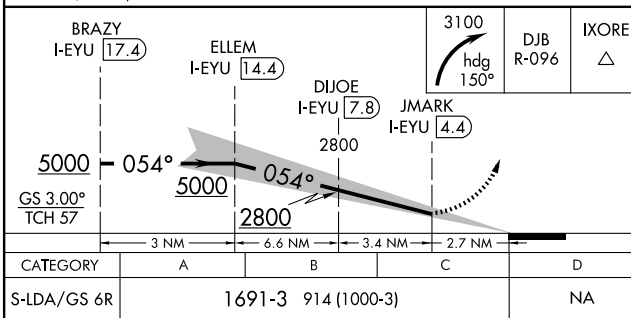
<p>▼ Procedure NA when glideslope not available.</p> <p>▲ NA Simultaneous close parallel approach authorized with ILS PRM Rwy 6L. Dual VHF Comm required. See additional requirements on AAUP. Inoperative table does not apply. Runway 6R and 6L separated by 1241 feet centerline to centerline.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.</p>
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ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45 PRM 135.875	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45	CINC DEL 125.05 273.45
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RADAR AND DME REQUIRED LDA/GLIDESLOPE

If go around executed after crossing JMARK, obstacles in missed approach area requires a rate of climb of at least 404 FPM/100K, 605 FPM/150K, 807 FPM/200K, to 2500 no wind conditions.



LDA PRM RWY 6R
(SIMULTANEOUS CLOSE PARALLEL)

AL-84 (FAA)

09323
CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Conducted Briefing Points:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 6R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:

- a) the ILS traffic is in sight and is expected to remain in sight.
- b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
- c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

(SIMULTANEOUS CLOSE PARALLEL)

LDA PRM RWY 6R Amdt 1A 19NOV09

41°25'N - 81°51'W

CLEVELAND, OHIO

CLEVELAND-HOPKINS INTL (CLE)

EC-2, 26 AUG 2010 to 23 SEP 2010

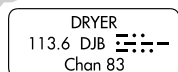
EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND-HOPKINS INTL (CLE)

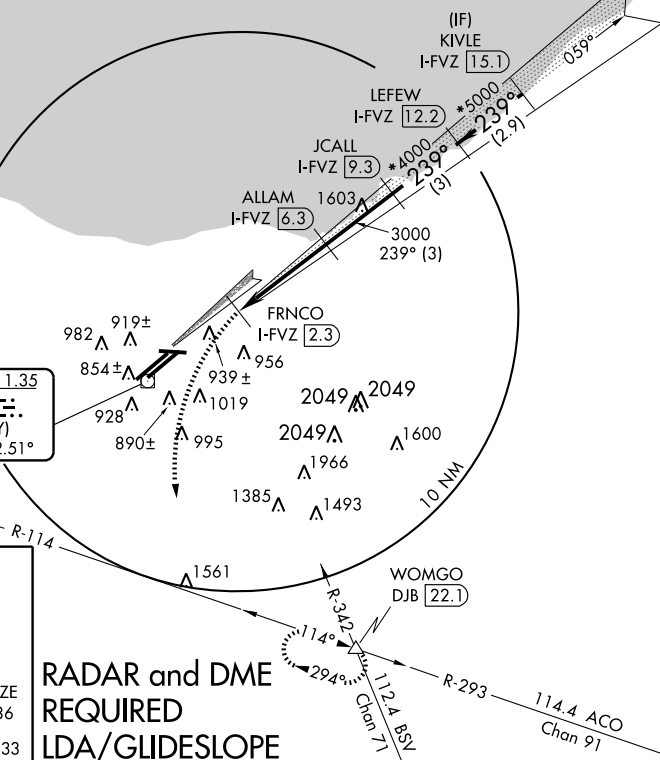
MISSED APPROACH:
Climbing left turn to 3100 via
heading 170° and DJB VOR/
DME R-114 to WOMGO INT/
DJB 22.1 DME and hold.

	GND CON	
6R/24L, 10/28	121.7	273.45
6L/24R	133.6	273.45

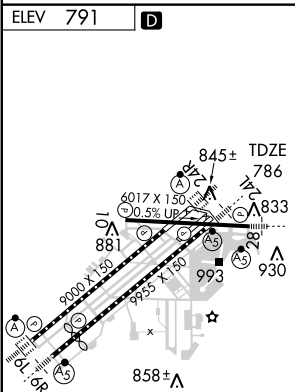
CLNC DEL
125.05 273.45



LOCALIZER 111.35
I-FVZ
Chan 50 (Y)
LOC offset 2.51°



RADAR and DME
REQUIRED
LDA/GLIDESLOPE



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwy 10-28, 6R-24L, and 6L-24R

CLEVELAND, OHIO
Orig-B 26AUG10

41°25'N - 81°51'W

CLEVELAND-HOPKINS INTL (CLE)

(SIMULTANEOUS CLOSE PARALLEL)

LDA PRM RWY 24L

(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO**ATTENTION ALL USERS PAGE (AAUP)**

Condensed Briefing Points:

- **When instructed, immediately switch to tower frequency and select the monitor frequency audio.**
- **Report the ILS traffic in sight as soon as practical and prior to FRNCO. DO NOT PASS.**
- **Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

- a. **Minimums and missed approach procedures are unchanged.**
- b. **Monitor frequency no longer required.**
- c. **Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 24L approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at FRNCO, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.
- (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **CLE LDA Visual Segment:** If advised that there is traffic on the 24R ILS, pilots may continue past the LDA MAP if:

- a) the ILS traffic is in sight and is expected to remain in sight,
- b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
- c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to inflight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

(SIMULTANEOUS CLOSE PARALLEL)

41°25'N - 81°51'W

CLEVELAND, OHIO

LDA PRM RWY 24L

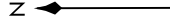
Orig-A 19NOV09

CLEVELAND-HOPKINS INTL (CLE)

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND, OHIO



NOTE: RADAR required

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD

BRICKYARD	
116.3 VHP	Chan 110
	N39°48.88'
	W86°22.05'

(NARRATIVE ON FOLLOWING PAGE)

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND, OHIO
CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

- Rwy 10: Multiple Signs beginning 1237' from DER, 717' left of centerline, up to 68' AGL/857' MSL.
Light Pole 1746' from DER, 786' right of centerline, 53' AGL/842' MSL.
Tower 4157' from DER, 1456' right of centerline, 137' AGL/922' MSL.
- Rwy 28: Vehicle on road 304' from DER, 3' left of centerline, 14' AGL/773' MSL.
Antenna on building 308' from DER, 240' left of centerline, 13' AGL/775' MSL.
Multiple Trees beginning 1046' from DER, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from DER, 946' right of centerline, 80' AGL/840' MSL.
- Rwy 24R: Tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL.
Multiple Trees beginning 3653' from DER, 857' left of centerline, up to 103' AGL/870' MSL.
- Rwy 24L: Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

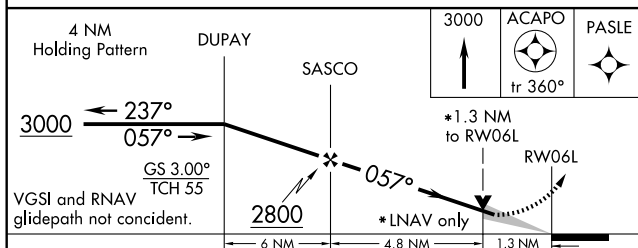
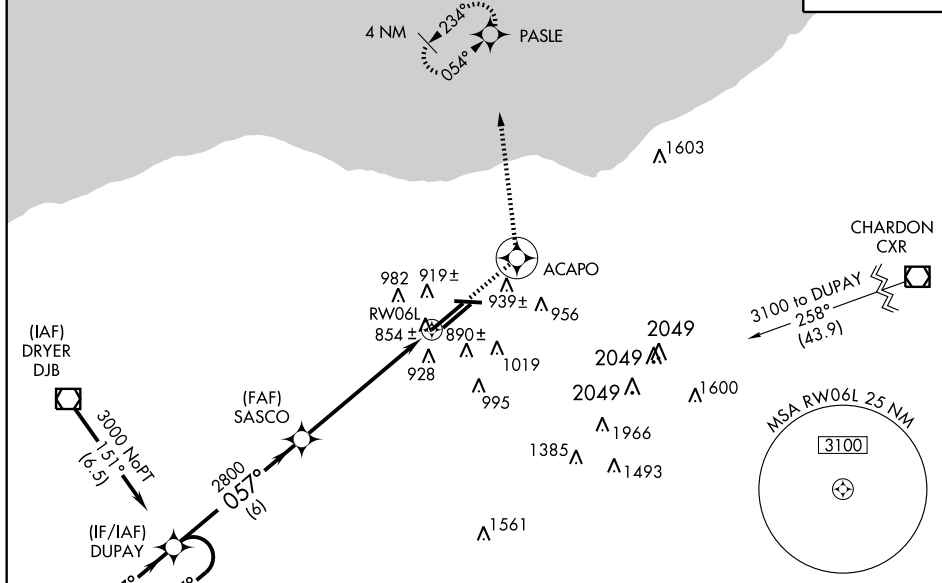
WAAS CH 56204 W06A	APP CRS 057°	Rwy Idg TDZE 773 Apt Elev 791
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RNAV (GPS) RWY 6L

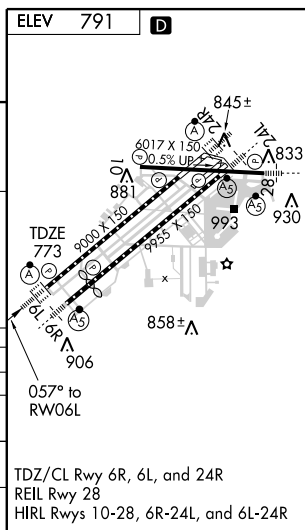
CLEVELAND-HOPKINS INTL (CLE)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)		ALSIF-2	MISSED APPROACH: Climb to 3000 direct ACAPO, then via 360° track to PASLE and hold.
ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 6R/24L, 28 124.0 354.025 6L/24R, 10 126.55 354.025	CLEVELAND TOWER 6R/24L, 10/28 120.9 273.45 6L/24R 124.5 273.45	GND CON 6R/24L, 10/28 121.7 273.45 6L/24R 133.6 273.45

CLNC DEL
125.05 273.45



CATEGORY	A	B	C	D
LPV DA		1110/40	337 (400-¾)	
LNAV/VNAV DA		1220/50	447 (500-1)	
LNAB MDA	1240/24 467 (500-½)	1240/40 467 (500-¾)	1240/50 467 (500-1)	
CIRCLING	1300-1 ½ 509 (600-1 ½)	1320-1 ½ 529 (600-1 ½)	1380-2 589 (600-2)	



WAAS CH 81806 W06B	APP CRS 057°	Rwy Idg TDZE 777 Apt Elev 791
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RNAV (GPS) RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

▼ For inoperative MALS/R, increase LPV all Cats visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

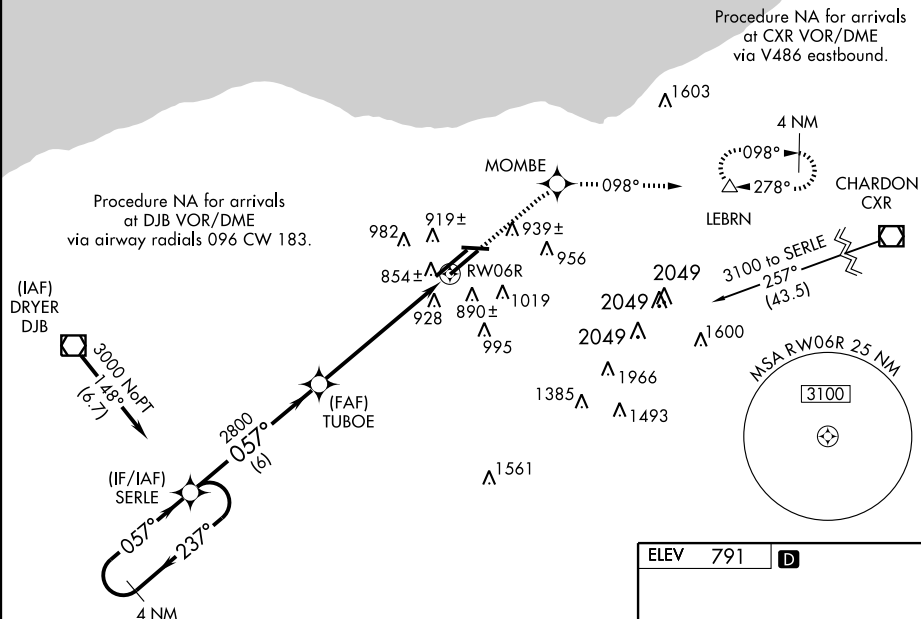
MALS/R



MISSED APPROACH:
Climb to 3000 direct MOMBE
and via 098° track to LEBRN and hold.

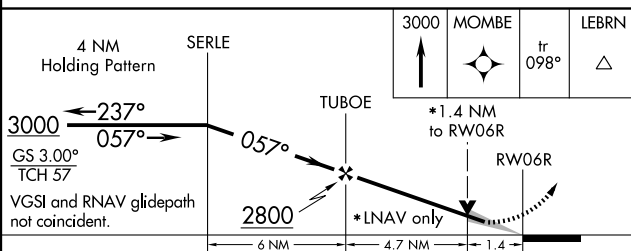
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R 133.6 273.45

CLNC DEL
125.05 273.45

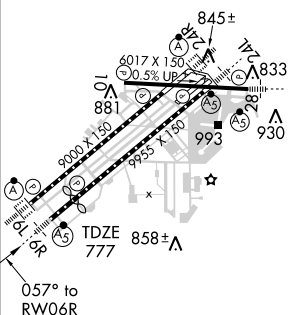


ELEV 791

D



CATEGORY	A	B	C	D
LPV DA		1104/40	327 (400-¾)	
LNAV/VNAV DA		1215/50	438 (500-1)	
LNAV MDA	1260/24	483 (500-½)	1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1300-1	509 (600-1)	1320-1½ 529 (600-1½)	1360-2 569 (600-2)



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rlys 10-28, 6R-24L, and 6L-24R

APP CRS 100°	Rwy Idg TDZE 783	6017
	Apt Elev 800	

RNAV (GPS) RWY 10

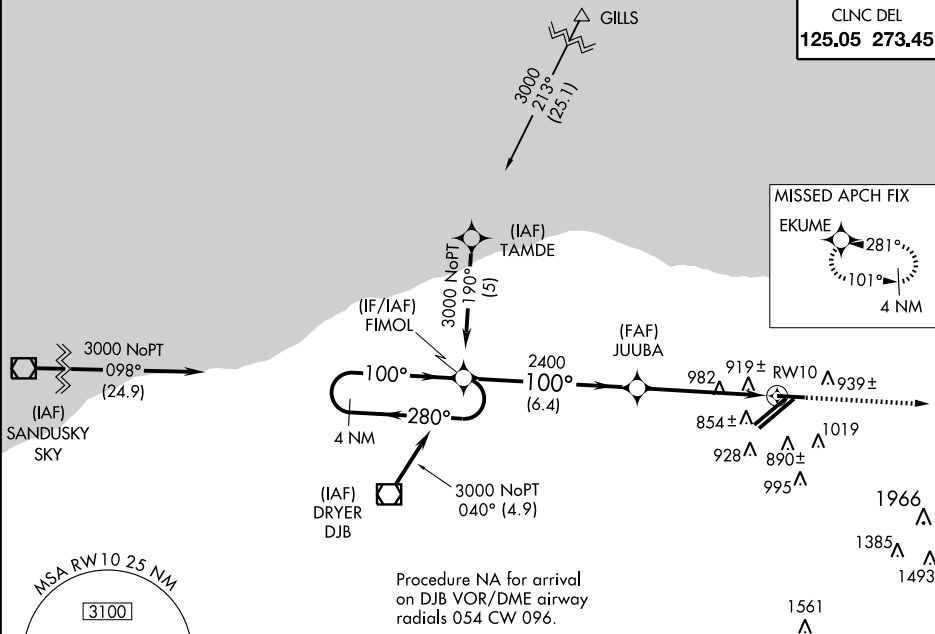
CLEVELAND-HOPKINS INTL (CLE)

▼ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

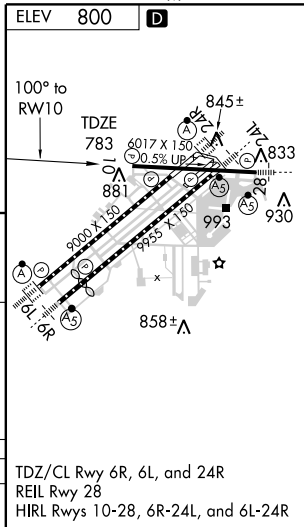
MISSED APPROACH: Climb to 4000
direct EKUME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL
125.05 273.45



Procedure NA for arrival
on DJB VOR/DME airway
radials 054 CW 096.



CATEGORY	A	B	C	D
LNVA MDA	1420 - 1	637 (700-1)	1420 - 1 3/4 637 (700-1 3/4)	1420 - 2 637 (700-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwy 10-28, 6R-24L, and 6L-24R

WAAS CH 77506 W24B	APP CRS 237°	Rwy Idg 9955 TDZE 787 Apt Elev 791
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RNAV (GPS) RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

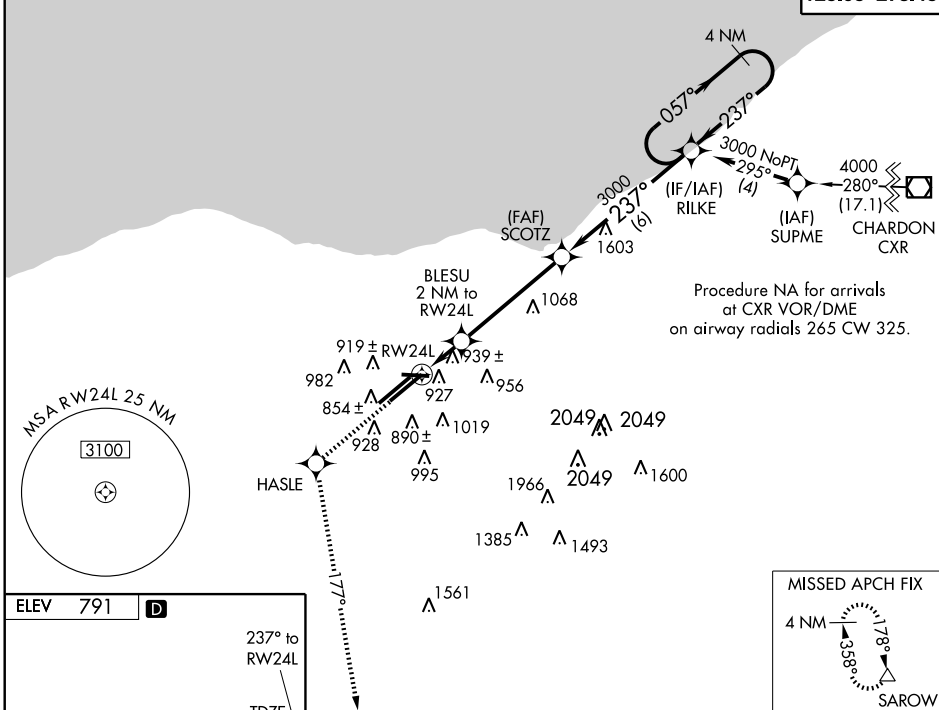
T For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

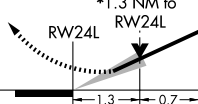


MISSED APPROACH: Climb to 3000 direct HASLE and via 177° track to SAROW and hold.

ATIS		CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR	127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP	132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL
125.05 273.45



3000 ↑	HASLE ✦	177° TRK	SAROW △	VGSI and RNAV glidepath not coincident.				4 NM Holding Pattern
*RNAV only				BLESU 2 NM to RW24L	SCOTZ	RILKE		
				237°	057°	3000	3000	
				1460*	3000	GS 3.00° TCH 51		
CATEGORY		A		B	C	D		
LPV	DA			1098/24	311 (400-½)			
RNAV/ VNAV	DA			1280/60	493 (500-¼)			
RNAV MDA	1260/24		473 (500-½)	1260/40 473 (500-¾)		1260/50 473 (500-1)		

CLEVELAND, OHIO
Amdt 2 10042

CLEVELAND-HOPKINS INTL (CLE)
 DAILY (ORD) DAILY (OH)

RNAV (GPS) RWY 24L

41°25'N - 81°51'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

WAAS CH 60904 W24A	APP CRS 237°	Rwy Idg TDZE Apt Elev	9000 780 791
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24R

CLEVELAND-HOPKINS INTL (CLE)



For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F)
DME/DME RNP-0.3 NA.

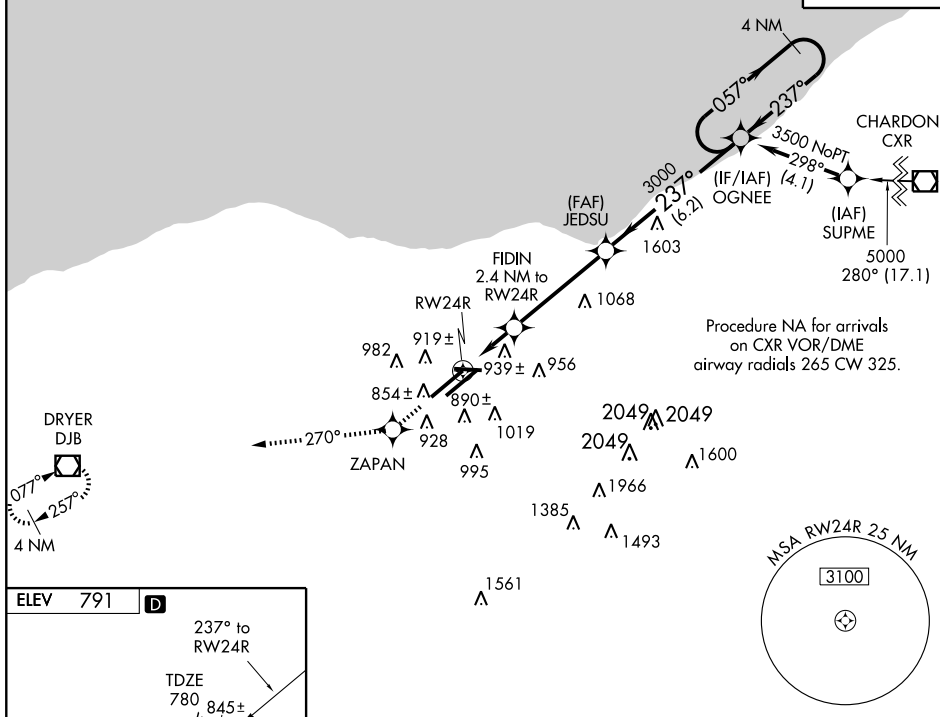
ALSIF-2



MISSED APPROACH: Climb to 3000 direct ZAPAN
and via 270° track to DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL

125.05 273.45

ELEV 791

D

237° to
RW24RTDZE
780

845±

833

881

893

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

900 X 150

TDZ/CL Rwy 6R, 6L, and 24R

REIL Rwy 28

HIRL Rwy 10-28, 6R-24L, and 6L-24R

3000	ZAPAN	270° TRK	DJB	VGSI and RNAV glidepath not coincident.	OGNEE	4 NM Holding Pattern
*LNAV only	FIDIN 2.4 NM to RW24R	JEDSU	3000	3500	057°	237°
*1.3 NM to RW24R	*1600	3000	3500	3500	057°	237°
1.3 NM	1.1 NM	4.4 NM	6.2 NM			
CATEGORY	A	B	C	D		
LPV DA		1030/24	250 (300-½)			
LNAV/VNAV DA		1243/50	463 (500-1)			
LNAV MDA	1260/24	480 (500-½)	1260/40 480 (500-¾)	1260/50 480 (500-1)		

CLEVELAND, OHIO

Amdt 2 10042

CLEVELAND-HOPKINS INTL (CLE)

41°25'N - 81°51'W

RNAV (GPS) RWY 24R

WAAS CH 40109 W28A	APP CRS 280°	Rwy Idg 6017 TDZE 791 Apt Elev 791
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RNAV (GPS) RWY 28

CLEVELAND-HOPKINS INTL (CLE)

T For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

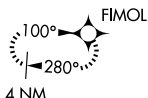
MISSED APPROACH: Climb to 3000 direct FIMOL and hold.

ATIS		CLEVELAND APP CON	
ARR	127.85	6R/24L, 28	124.0 354.025
DEP	132.375	6L/24R, 10	126.55 354.025

CLEVELAND TOWER		
6R/24L, 10/28	120.9	273.45
6L/24R	124.5	273.45

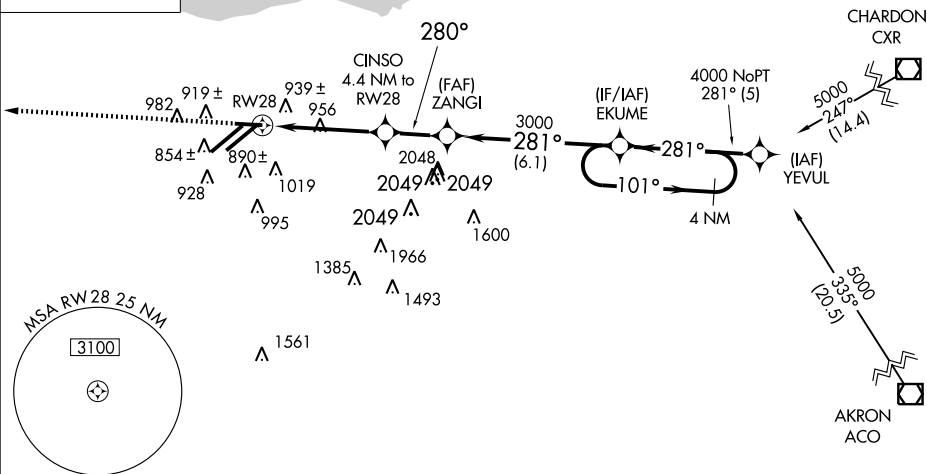
	GND CON	
6R/24L, 10/28	121.7	273.45
6L/24R	133.6	273.45

MISSED APCH FIX



CLNC DEL
5.05 273.45

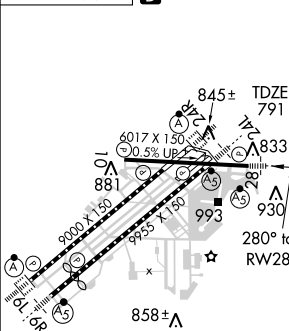
Procedure NA for arrivals
at CXR VOR/DME
via V486 eastbound



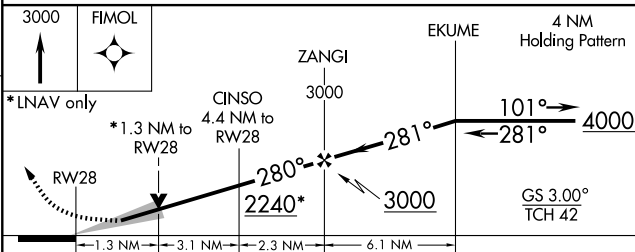
Procedure NA for arrivals
at ACO VOR/DME
on airway radials 293 CW 347.

ELEV	791	D
------	-----	---

D



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwy 10-28, 6R-24L, and 6L-24R



CATEGORY	A	B	C	D
LPV DA	1068/24		277 (300-½)	
RNAV/ VNAV DA	1247/50		456 (500-1)	
RNAV MDA	1260/24	469 (500-½)	1260/40 469 (500-¾)	1260/50 469 (500-1)

CLEVELAND, OHIO
Amdt 1 10042

41°25'N - 81°51'W

CLEVELAND-HOPKINS INTL (CLE)

RNAV (GPS) RWY 28

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

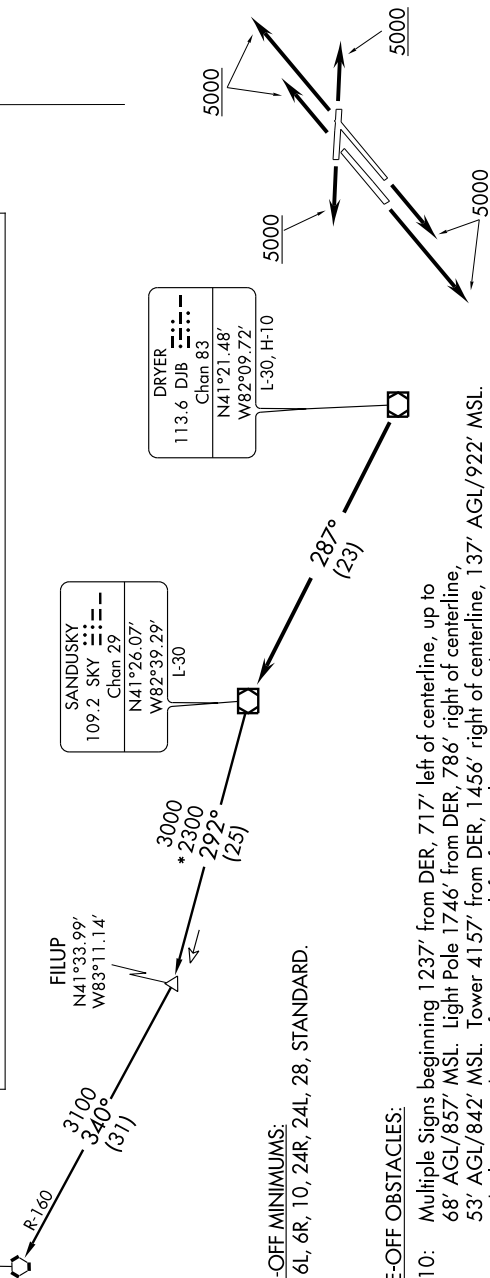
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000, thence

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON 115.7 CRL
Chan 104
N42°02.89'
W83°27.46'
L-28, H-10



ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF MINIMUMS:

Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD.

TAKE-OFF OBSTACLES:

- Rwy 10: Multiple Signs beginning 1237' from DER, 717' left of centerline, up to 68' AGL/857' MSL. Light Pole 1746' from DER, 786' right of centerline, 53' AGL/842' MSL. Tower 4157' from DER, 1456' right of centerline, 137' AGL/922' MSL. Vehicle on road 304' from DER, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from DER, 240' left of centerline, 13' AGL/775' MSL. Multiple Trees beginning 1046' from DER, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from DER, 946' right of centerline, 80' AGL/840' MSL.
- Rwy 28: Tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL. Multiple Trees beginning 3653' from DER, 857' left of centerline, up to 103' AGL/870' MSL.
- Rwy 24R: Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.
- Rwy 24L: Multiple Trees and Poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

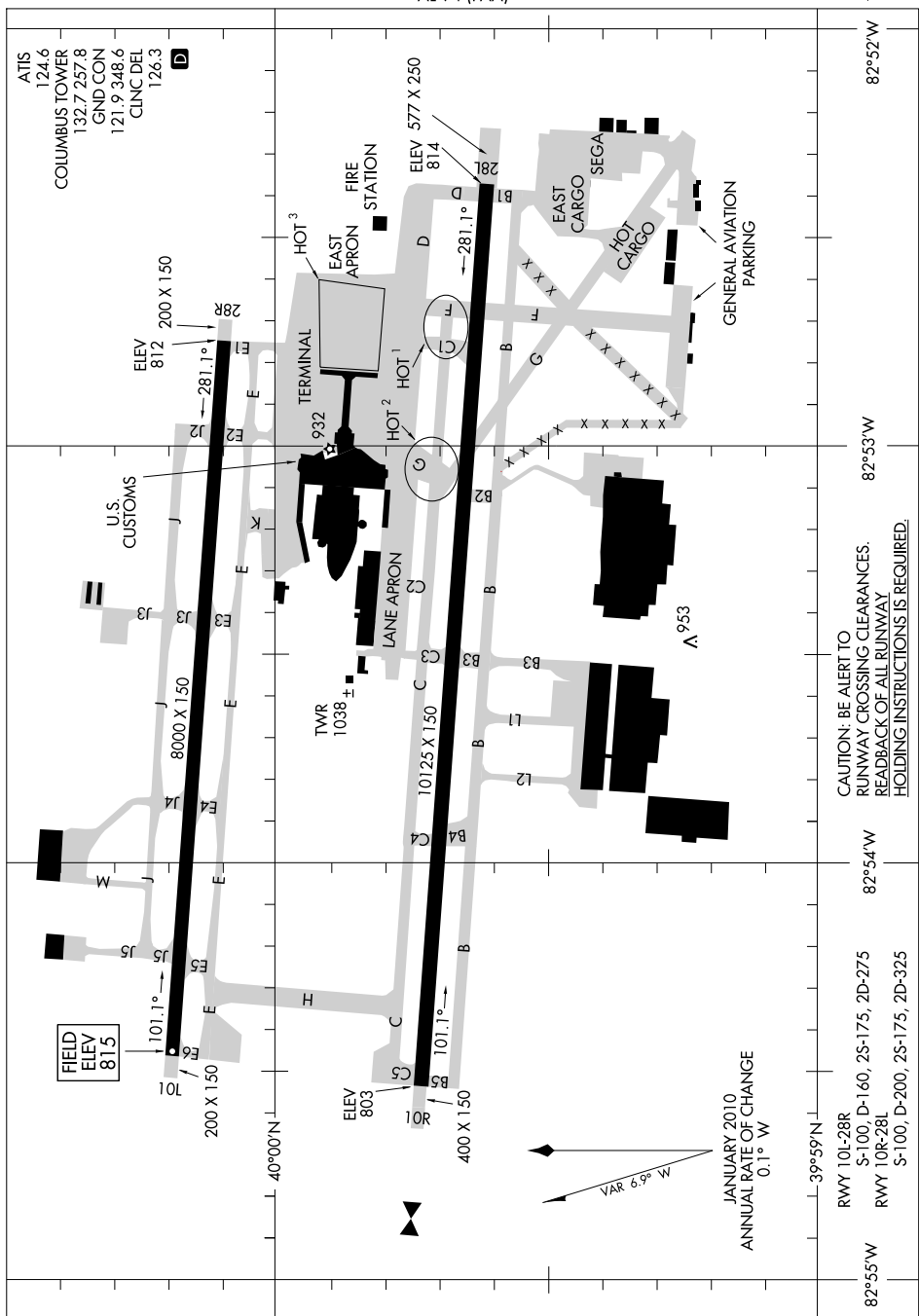
EC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-94 (FAA)

COLUMBUS/ PORT COLUMBUS INTL (CMH)
COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/ PORT COLUMBUS INTL (CMH)

PORT COLUMBUS INTL (CMH) 6 E UTC-5(-4DT) N39°59.88' W82°53.51'

CINCINNATI

815 B S4 FUEL 100, JET A1 + OX 3, 4 LRA Class I, ARFF Index C NOTAM FILE CMH H-10G, L-29A

IAP, AD

RWY 10R-28L: H10125X150 (ASPH-GRVD) S-100, D-200, 2S-175, 2D-325 HIRL

RWY 10R: MALSR. PAPI(P4R)—GA 3.0° TCH 72'

RWY 28L: MALSR.

RWY 10L-28R: H8000X150 (ASPH-GRVD) S-100, D-160, 2S-175, 2D-275 HIRL

RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51'

RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10L: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

RWY 10R: TORA-10125 TODA-10125 ASDA-10125 LDA-10125

RWY 28L: TORA-10125 TODA-10125 ASDA-10125 LDA-10125

RWY 28R: TORA-8000 TODA-8000 ASDA-8000 LDA-8000

AIRPORT REMARKS: Attended continuously. Birds invof arpt. PAEW

adjacent all rws and twys. Model acft tfc within a 1 NM radius of

a point 8 NM on a 010° bearing from the arpt; surface-5000 ft

AGL; SR-SS daily. Be alert: Rwy 10L/28R restrictions on Stage I

and II turbojet acft 0300-1300Z† and on Stage III turbojet acft

0300-1200Z†. Practice apchs for high noise level type acft

including non-Stage III military jet acft shall not be approved

unless Rwy 10R/28L is in use and the apch terminates in a full

stop taxi-back ops. All surfaces around terminal; N of Twy 'C' and S of Twy 'E' are non-movement areas. Twy B3

S of Twy B restricted to acft with wingspan less than 79'. C-3 pavement (north of Twy C) is 35' wide; restricted

to acft 50,000 lbs or less with wing span less than 79'. Twy L1 restricted to acft with wingspan less than 118'.

Twy L2 restricted to acft with wingspan less than 118'. Twy J2 restricted to acft with wingspan less than 120'.

Twy B between Twys B4 and B5 restricted to acft with wingspan less than 126'. Twys F and G, S of Twy B,

restricted to acft weighing 45,000 lbs or less. Noise barrier located at SE side of airfield restricted to acft with

wingspan less than 79'. Ldg fee. Twy F lgs S of Twy 'G' OTS indef. To req ldg rights ctc US Customs between

1230-0300Z† Mon-Fri at 614-497-1865. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (614) 338-0561. LLWAS. TDWR.**COMMUNICATIONS:** D-ATIS 124.6 UNICOM 122.95

COLUMBUS RCO 122.2 122.3 (DAYTON RADIO)

Ⓡ COLUMBUS APP/DEP CON 119.15 132.3 (100°-279°) 125.95 (280°-099°) 118.2 119.65

COLUMBUS TOWER 132.7 GND CON 121.9 CLNC DEL 126.3

AIRSPACE: CLASS C svc continuous ctc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 243° 16.7 NM to fld. 1350/6W.

HIWAS.

GRENS NDB (MHW) 272 CHC N40°00.61' W83°01.74' 102° 6.4 NM to fld. NOTAM FILE CMH.

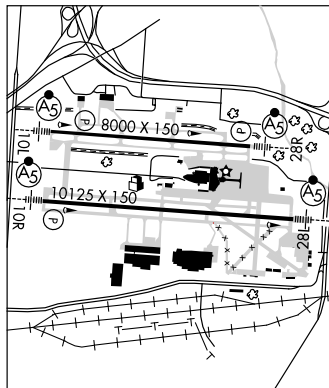
SUMIE NDB (HW/LOM) 391 CM N39°59.17' W82°45.27' 281° 6.4 NM to fld. Unmonitored.

ILS/DME 109.1 I-CBP Chan 28 Rwy 10L. Class IA. LOM GRENS NDB. DME also serves Rwy 28R.

ILS/DME 108.7 I-CMH Chan 24 Rwy 28L. LOM SUMIE NDB. LOM unmonitored. DME also serves Rwy 10R.

ILS/DME 108.7 I-AQI Chan 24 Rwy 10R. DME also serves Rwy 28L. DME unusable 0.3 NM inbound.

ILS/DME 109.1 I-ONB Chan 28 Rwy 28R. DME also serves Rwy 10L. Glide slope unusable for autopilot coupled apchs blo 2023'.

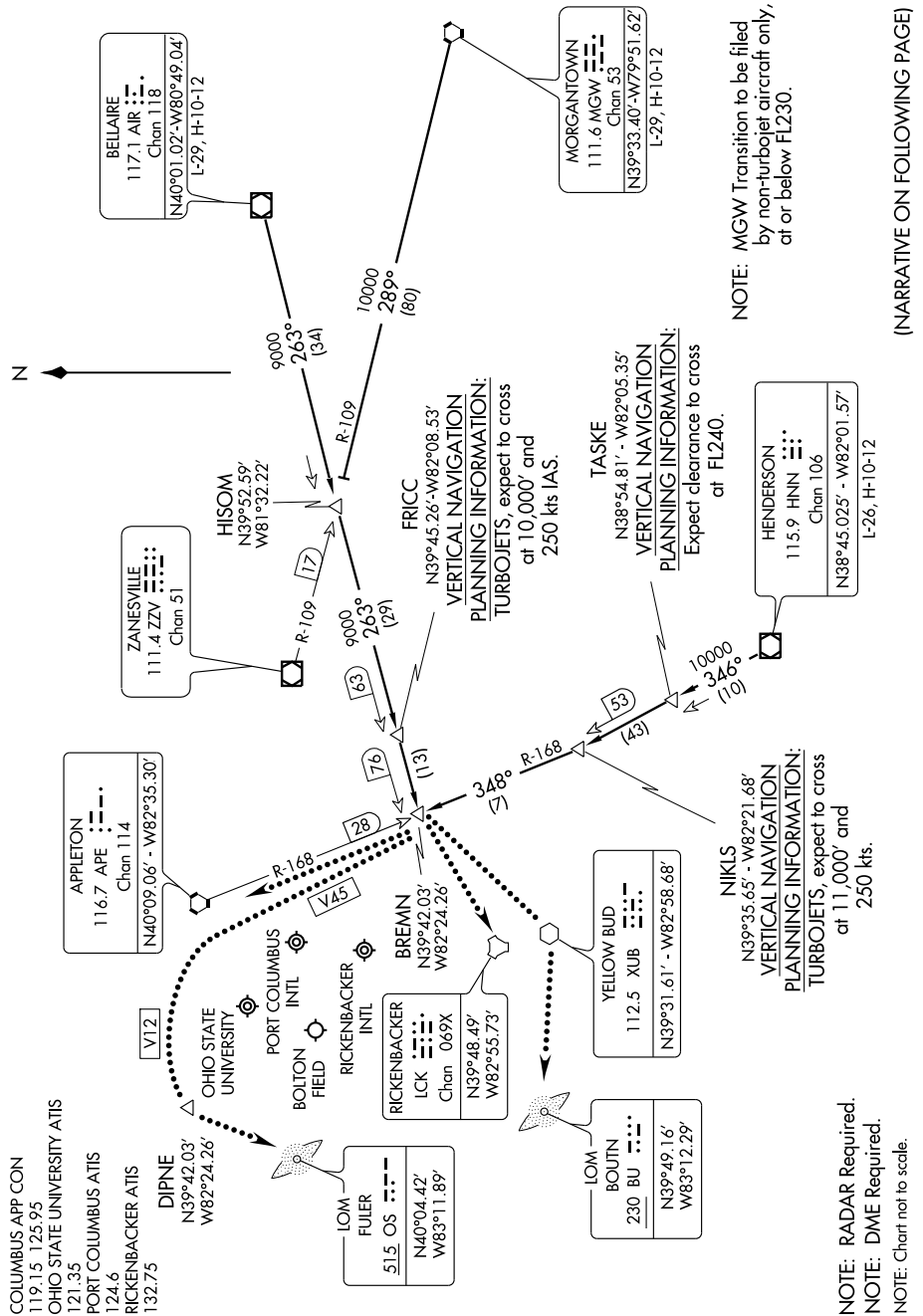
COMM/NAV/WEATHER REMARKS: ILS/DME Rwy 10L outer marker OTS indef.

BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-2- 26 AUG 2010 to 23 SEP 2010

BREMN THREE ARRIVAL
(BREMN.BREMN3) 08269

08269

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

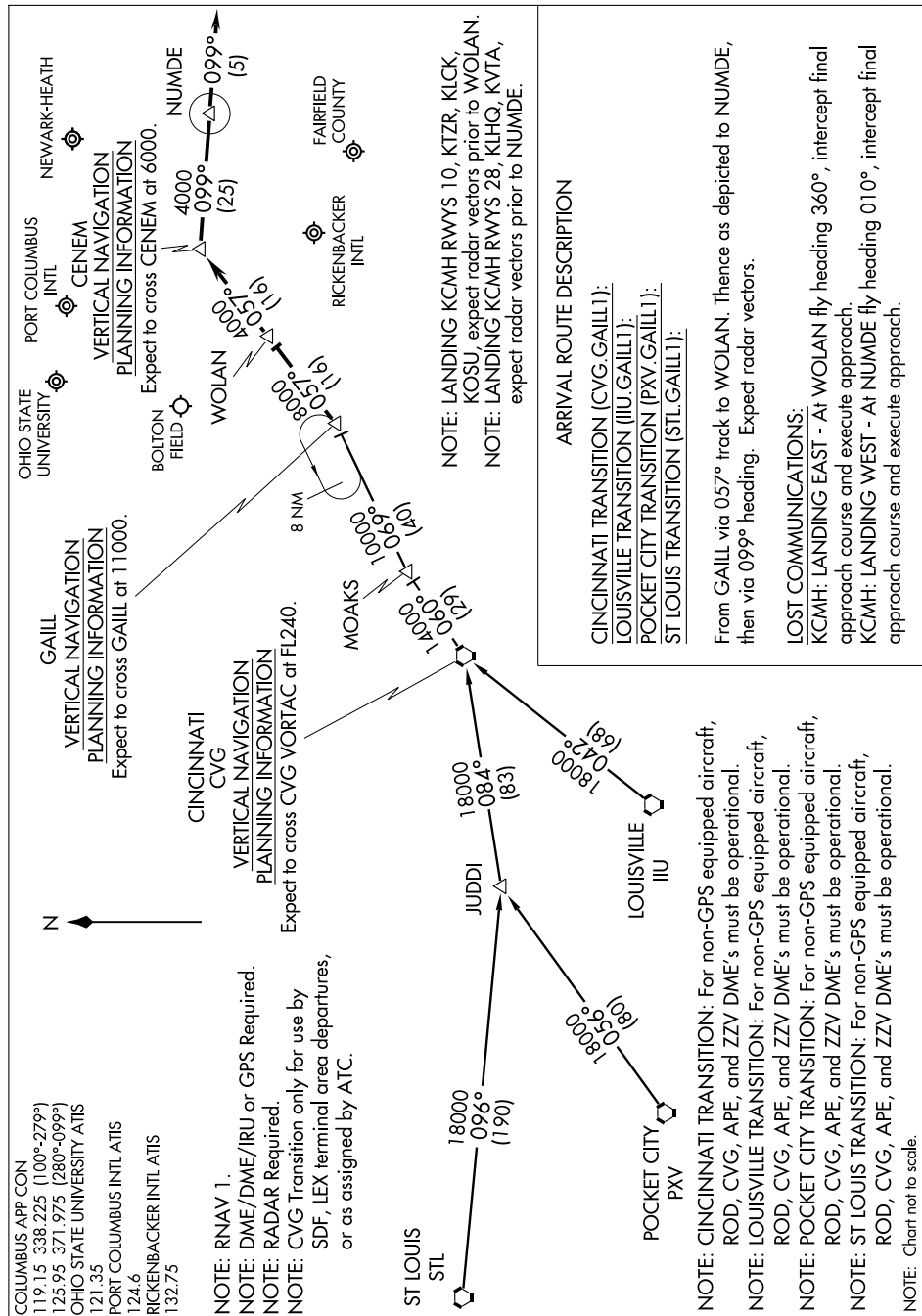
EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

GAILL ONE ARRIVAL (RNAV)

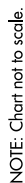
COLUMBUS, OH

EC-2, 26 AUG 2010 to 23 SEP 2010



GAILL ONE ARRIVAL (RNAV)

COLUMBUS, OH



NOTE: DME Required.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

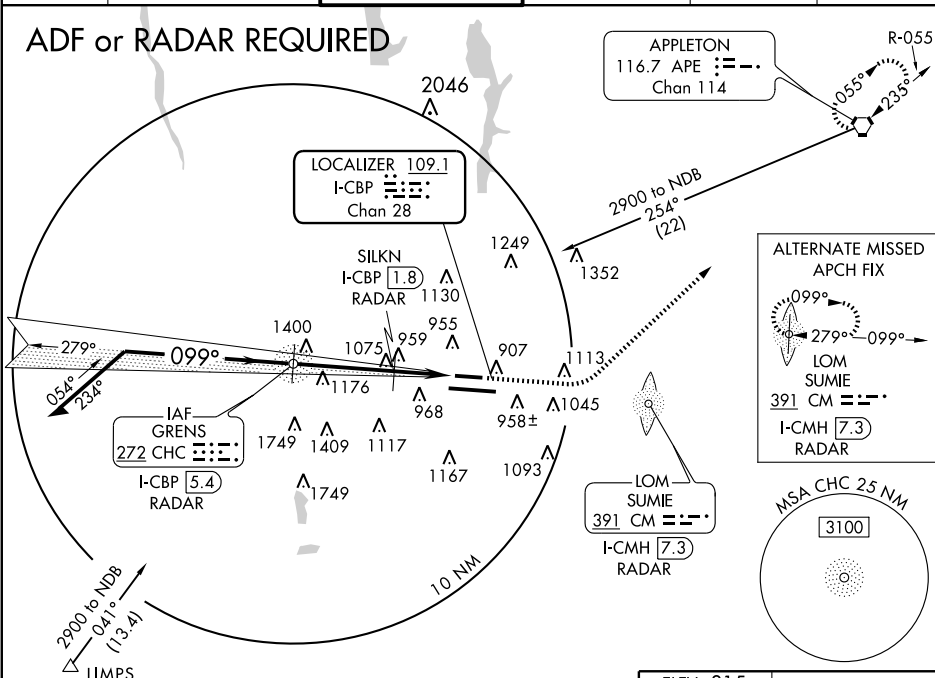
For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

LOC/DME I-CBP 109.1 Chan 28	APP CRS 099°	Rwy Idg 8000 TDZE 815 Apt Elev 815
---	------------------------	---

ILS or LOC RWY 10L
COLUMBUS / PORT COLUMBUS INTL (CMH)

<div><div><div></div><div>ADF or RADAR REQUIRED</div></div><div><div></div><div>**RVR 1800 authorized with the use of FD or AP or HUD to DA.</div></div></div>		<div><div>MALSR</div><div><div><div></div><div>AS</div></div><div><div></div><div></div></div></div></div>	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.			
ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95	

ADF or RADAR REQUIRED



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

[illegible]

LOC/DME I-AQI	APP CRS	Rwy Idg 10125
<u>108.7</u>	099°	TDZE 810
Chan 24		Apt Elev 815

ILS or LOC RWY 10R
COLUMBUS / PORT COLUMBUS INTL (CMH)

T If local altimeter not received, use Rickenbacker Intl altimeter setting and increase all DAs and MDAs 40 feet.

A ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via ZZW
R-280 to ANDEY Int/ZZW 32.9 DME and hold.

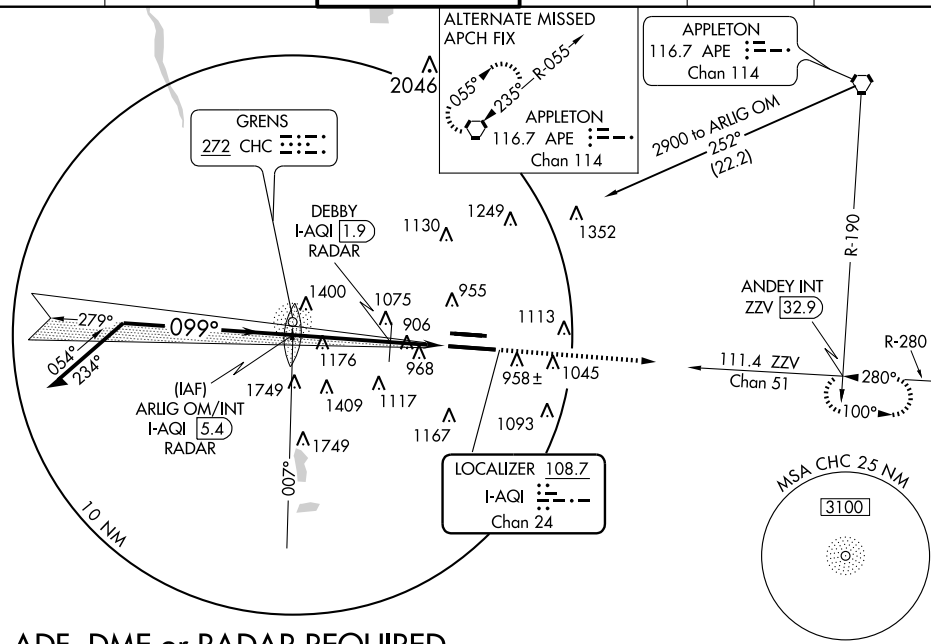
ATIS
124.6

COLUMBUS APP CON
125.95 371.975

COLUMBUS TOWER
132.7 257.8

GND CON
121.9 348.6

CLNC DI
126.3

UNICOM
122.95

ADF, DME or RADAR REQUIRED

Remain within 10 NM

2800

279°

2658

099°

2700

GS 3.00°
TCH 54

ARLIG OM/INT
I-AQI 5.4 /RADAR

DEBBY
I-AQI 1.9
RADAR

*LOC only

* 1520

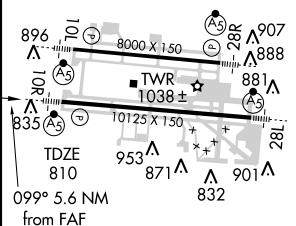
VGSi and ILS Glidepath not coincident.

3000	ZZW R-280 111.4	ANDEY INT ZZW 32.9
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			← 3.5 NM →		← 2.1 NM →		
CATEGORY	A		B		C		D
S-ILS 10R	**1010/24 200 (200-½)						
S-LOC 10R	1520/24		710 (800-½)		1520-1½ 710 (800-1½)		1520-1¾ 710 (800-1¾)
CIRCLING	1520-1		705 (800-1)		1520-2 705 (800-2)		1520-2¼ 705 (800-2¼)
DEBBY FIX MINIMUMS							
S-LOC 10R	1220/24		410 (500-½)		1220/40		410 (500-¾)
CIRCLING	1340-1		525 (600-1)		1340-1½ 525 (600-1½)		1380-2 565 (600-2)

ELEV 815

D



HIRL Rwy's 10R-28L and 10L-28R

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

COLUMBUS, OHIO
Amdt 8B 10042

COLUMBUS / PORT COLUMBUS INTL (CMH)

40°00'N - 82°54'W

ILS or LOC RWY 10R



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-CMH <u>108.7</u> Chan 24	APP CRS 279°	Rwy Idg 10125 TDZE 813 Apt Elev 815
--	------------------------	--

ILS or LOC RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

 **RVR 1800 authorized with the use of FD or AP or HUD to DA.		 MALSR	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 210° and APE R-242 to LIMPS Int/34.2 DME and hold.			
ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95	

ALTERNATE MISSED
APCH FIX

GRENS
272 CHC 
GRENS INT
RADAR

LOCALIZER 108.7
I-CMH
Chan 24

APPLETON
116.7 APE :: = -
Chap 114

GRENS
CHC

RENS INT
RADAR

SUMIE
391 CM $\equiv \equiv \cdot$
I-CMH 7.3
RADAR

LIMPS
APE 34.2

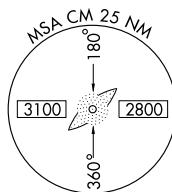
ELEV 815	D
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HIRL Rwy's 10R-28L and 10L-28R

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

COLUMBUS, OHIO
Amdt 28A 10042



ADF or DME REQUIRED
RADAR REQUIRED

CATEGORY	A	B	C	D
S-ILS 28L	**1013/24 200 (200-½)			
S-LOC 28L	1420/24	607 (700-½)	1420/60 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1	605 (700-1)	1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

COLUMBUS / PORT COLUMBUS INTL (CMH)

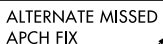
ILS or LOC RWY 28L

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2 26 AUG 2010 to 23 SEP 2010

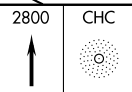
ILS or LOC RWY 28R
COLUMBUS / PORT COLUMBUS INTL (CMH)

MISSED APPROACH: Climb to 2800 direct GRENS NDB and hold.

UNICOM
122.95

055°
235°-R-055°
APPLETON
116.7 APE :-
Chgn 114

D



* LOC only.

279° 5.1 NM
from FAF
TDZE \

GOTSL INT
I-ONB 6.6
RADAR

Remain
within 10 NM

1-ON
1.5

1-ONB 3.
RADAR

GS 3.00
TCH 50

HIRL Rwy 10R-28L and 10L-28R

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

COLUMBUS, OHIO
Amdt 3A 26AUG10

COLUMBUS / PORT COLUMBUS INTL (CMH)

40°00'N - 82°54'W

ILS or LOC RWY 28R

EC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40299 W10B	APP CRS 099°	Rwy Idg TDZE Apt Elev	8000 815 815
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RNAV (GPS) RWY 10L

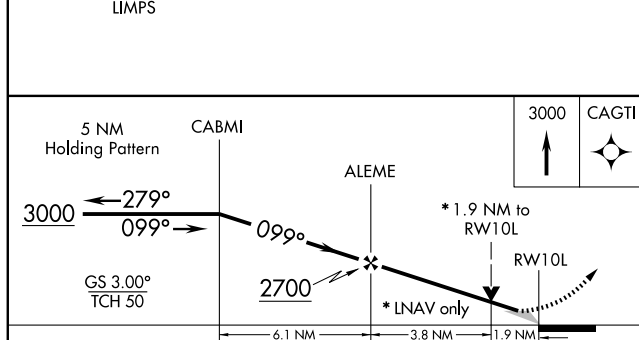
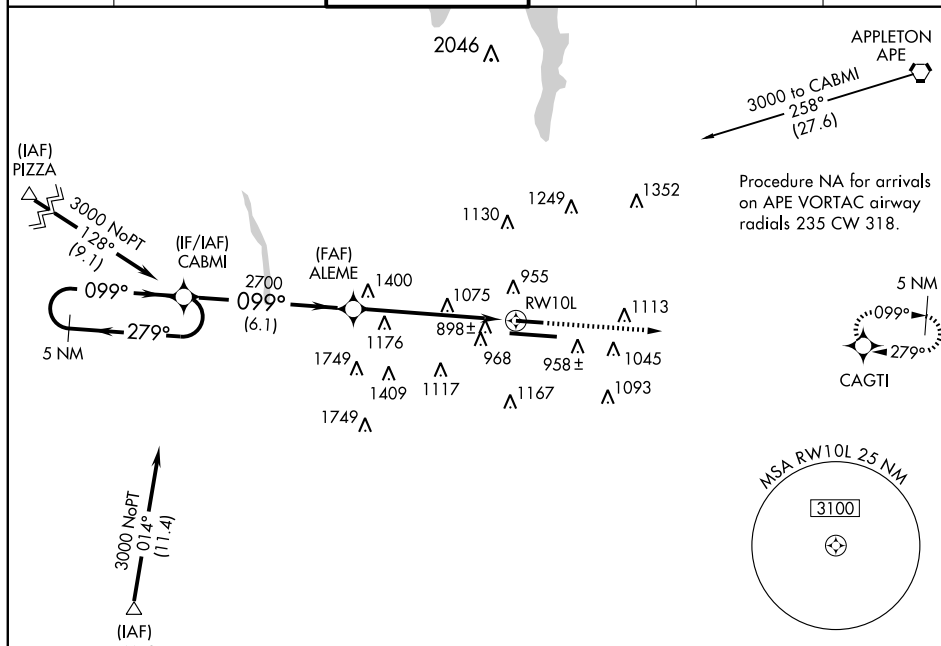
COLUMBUS / PORT COLUMBUS INTL (CMH)

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

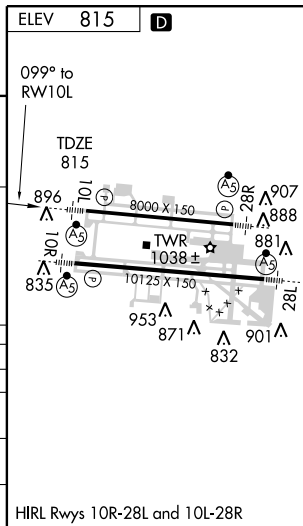


MISSED APPROACH: Climb to 3000 direct CAGTI and hold.

ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1097/24	282 (300-1/2)	
LNAV/VNAV DA		1264/50	449 (500-1)	
LNAV MDA	1480/24	665 (700-1/2)	1480/60 665 (700-1 1/4)	1480-1 1/2 665 (700-1 1/2)
CIRCLING	1480-1	665 (700-1)	1480-1 3/4 665 (700-1 3/4)	1480-2 665 (700-2)



WAAS CH 99603 W10A	APP CRS 099°	Rwy Idg 10125 TDZE 810 Apt Elev 815
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RNAV (GPS) RWY 10R

COLUMBUS / PORT COLUMBUS INTL (CMH)

T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALS/R, increase LPV visibility to 1 all Cats.

MALSR

MISSED APPROACH: Climb to 3000 direct CORD and hold.

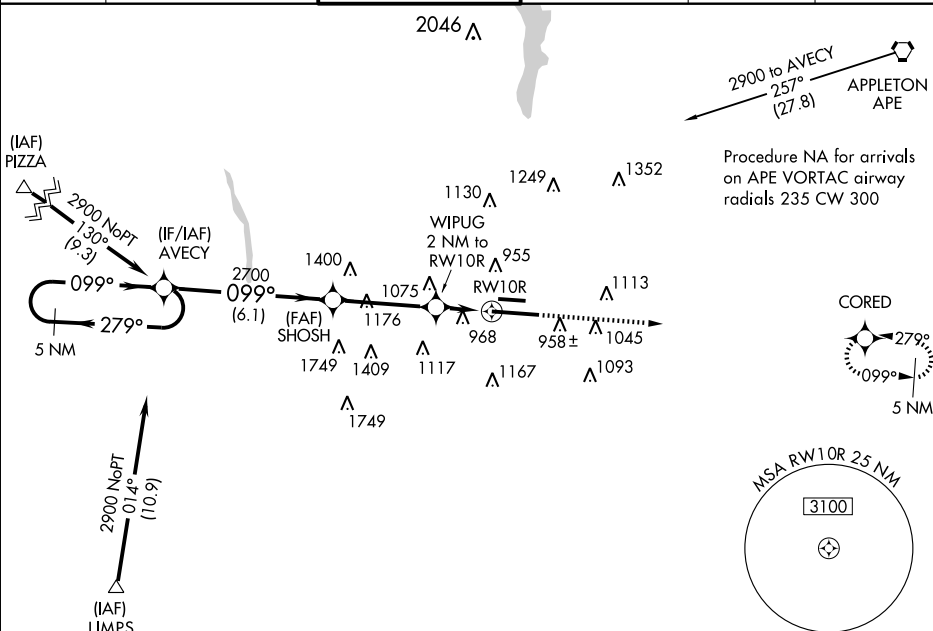
ATIS
124.6

COLUMBUS APP CON
125.95 371.975

COLUMBUS TOWER
132.7 257.8

GND CON
121.9 348.6

CLNC DEL
126.3

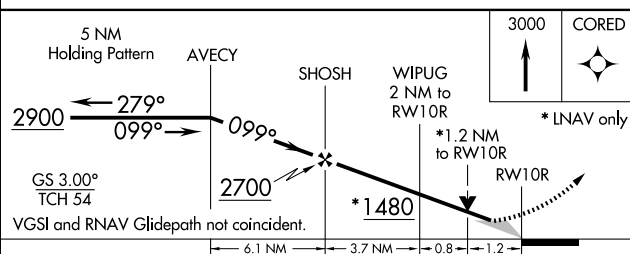
UNICOM
122.95

EC-2, 26 AUG 2010 to 23 SEP 2010

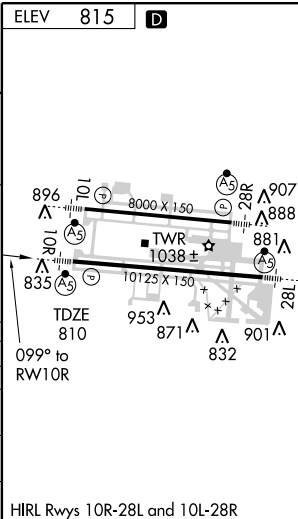
EC-2. 26 AUG 2010 to 23 SEP 2010

ELEV 815

D



CATEGORY	A	B	C	D
LPV DA	1078/24 268 (300-½)			
LNAV/VNAV DA	1268/50 458 (500-1)			
LNAV MDA	1240/24	430 (500-½)	1240/40 430 (500-¾)	1240/50 430 (500-1)
CIRCLING	1340-1	525 (600-1)	1340-1½ 525 (600-1½)	1380-2 565 (600-2)



COLUMBUS, OHIO

Amdt 1 10042

COLUMBUS / PORT COLUMBUS INTL (CMH)

RNAV (GPS) RWY 10R

40°00'N - 82°54'W

WAAS CH 48999 W28A	APP CRS 279°	Rwy Idg TDZE Apt Elev	10125 813 815
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RNAV (GPS) RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).



MISSED APPROACH: Climb to 2900 direct AVECY and hold.

ATIS
124.6

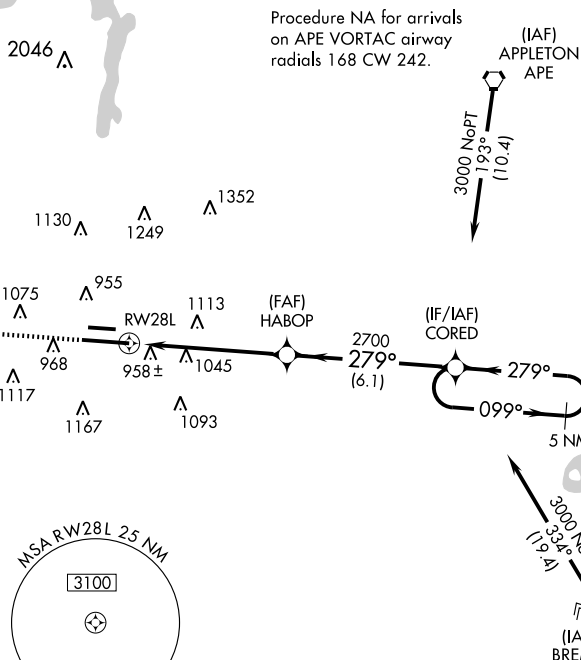
COLUMBUS APP CON
125.95 371.975

COLUMBUS TOWER
132.7 257.8

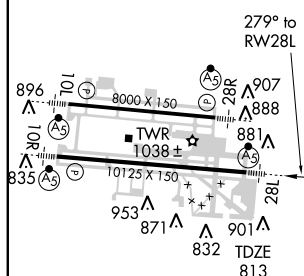
GND CON
121.9 348.6

CLNC DEL
126.3

UNICOM
122.95



ELEV 815






2900	AVECY				
		HABOP	CORED	5 NM Holding Pattern	
		*1.6 NM to RW28L	279°	099°	3000
		*LNAV only	2700	279°	GS 3.00° TCH 52
		VGSI and RNAV Glidepath not coincident.			
		1.6	4.1 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1063/24 250 (300-½)				
LNAV/VNAV DA	1341/60 528 (600-1¼)				
LNAV MDA	1380/24	567 (600-½)	1380/50 567 (600-1)	1380/60 567 (600-1¼)	
CIRCLING	1380-1	565 (600-1)	1380-1½ 565 (600-1½)	1380-2 565 (600-2)	

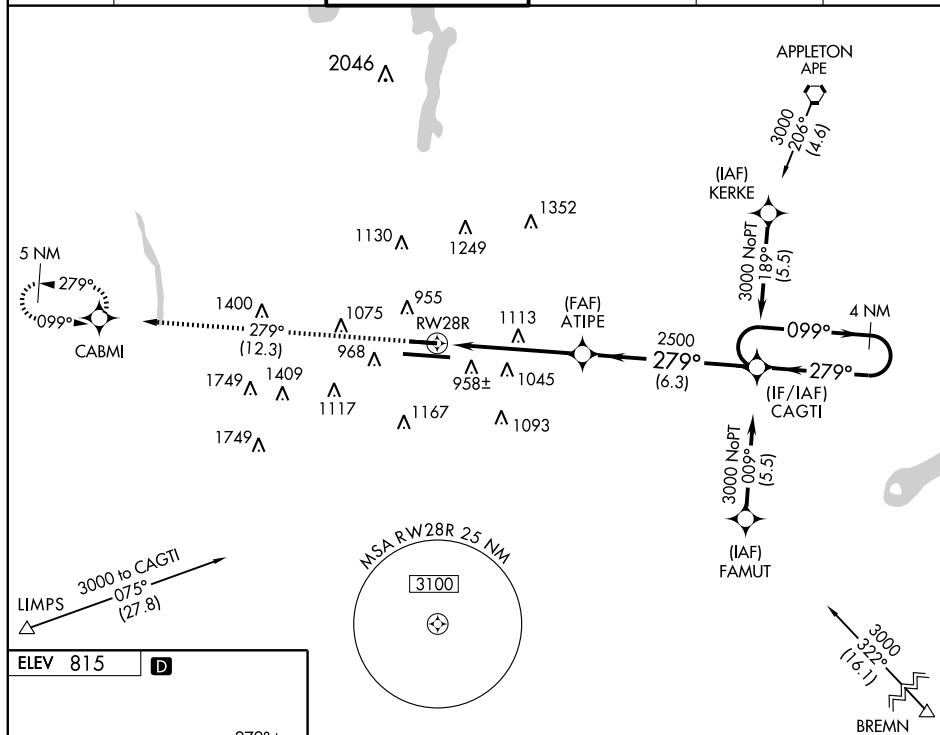
HIRL Rwy 10R-28L and 10L-28R

APP CRS 279°	Rwy Idg TDZE Apt Elev	8000 813 815
------------------------	-----------------------------	---

RNAV (GPS) RWY 28R

COLUMBUS / PORT COLUMBUS INTL (CMH)

 Baro-VNAV NA below -17°C (2°F).  NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		 MALSR	MISSED APPROACH: Climb to 3000 via course 279° to CABMI WP and hold.			
ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	UNICOM 122.95	



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNNAV/ VNAV	1160- $\frac{3}{4}$ 347 (400- $\frac{3}{4}$)			
LNNAV MDA	1420- $\frac{3}{4}$ 607 (700- $\frac{3}{4}$)		1420-1 $\frac{1}{4}$ 607 (700-1 $\frac{1}{4}$)	1420-1 $\frac{1}{2}$ 607 (700-1 $\frac{1}{2}$)
CIRCLING	1420-1 $\frac{1}{4}$ 605 (700-1 $\frac{1}{4}$)		1420-1 $\frac{3}{4}$ 605 (700-1 $\frac{3}{4}$)	1420-2 605 (700-2)

10210

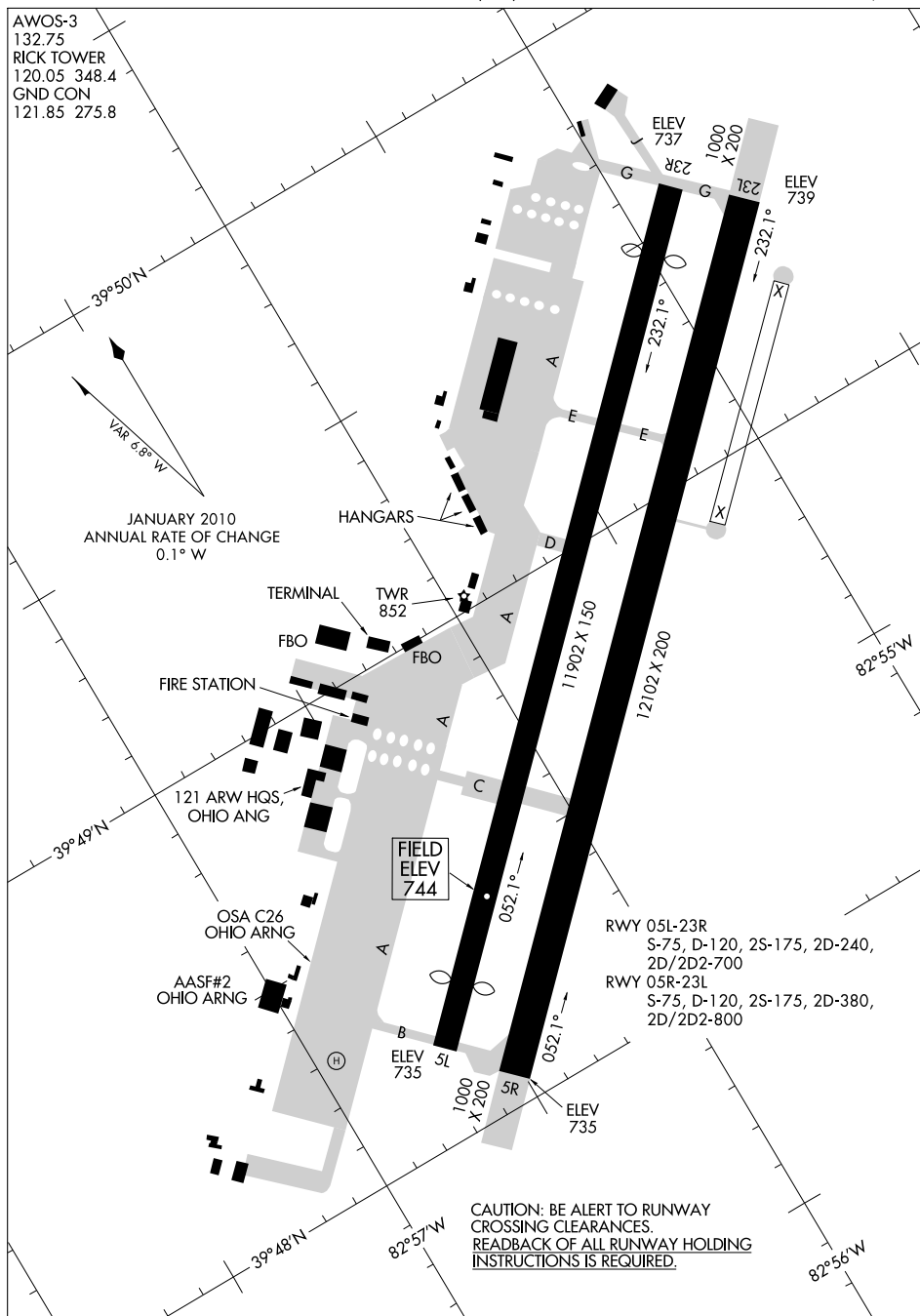
AIRPORT DIAGRAM

AL-6846 (FAA)

COLUMBUS/RICKENBACKER INTL (LCK)
COLUMBUS, OHIO

AWOS-3
132.75
RICK TOWER
120.05 348.4
GND CON
121.85 275.8

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/RICKENBACKER INTL (LCK)

10210

RICKENBACKER INTL (LCK)(KLCK) CIV/MIL/ANG/ARNG 10 S UTC-5(-4DT)

N39°48.83' W82°55.67'

CINCINNATI

H-10G, L-29A

IAP, DIAP, AD

744 B S4 **FUEL** 100LL, JET A TPA -See Remarks LRA Class I, ARFF Index A

NOTAM FILE LCK

RWY 05R-23L: H12102X200 (ASPH-CONC-GRVD) S-75, D-120, 2S-175, 2D-380, 2D/2D2-800 HIRL CL

RWY 05R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66'.

RWY 23L: MALSR. PAPI(P4L)—GA 3.0° TCH 74'.

RWY 05L-23R: H11902X150 (ASPH-GRVD) S-75, D-120, 2S-175, 2D-240, 2D/2D2-700 HIRL

RWY 05L: MALSR. PAPI(P4L)—GA 3.0° TCH 75'. Thld displcd 898'.

RWY 23R: REIL. PAPI(P4L)—GA 3.0° TCH 75'. Thld displcd 989'.

MILITARY SERVICE: LGT Boundary lgt avbl. **JASU** 2(A/M-32A) (MA-1A) 3(AM32-95) **FUEL** J8(Military) (NC-100LL). A, A+ (Lane Aviation, C614-237-3747 extension 218, avbl Mon-Fri 24 hours, Sat 0500-0200Z, Sun including holidays 0900-0500Z, 4 hour prior notice required but no PPR C237-3747 x 318, after hour fee \$130. **FLUID** SP PRESAIR LHGX **OIL** O-128 **TRAN ALERT** Ltd svc avbl but no PPR. No ANG tran svc off ANG ramp.

AIRPORT REMARKS: Attended continuously. General aviation svcs attended continuously call C614-237-3747 ext 318, or 614-409-4900. Birds on and invof arpt. Twy M clsd indef. Twy J clsd to group V acft. Noise abatement procedures in effect from 0400-1200Z, dep Rwy 23L and 23R winds 10 knots or less; arrivals Rwy 05L and 05R winds 10 knots or less; arpt ops C614-492-2436. PPR for unscheduled Air Carrier ops with more than 30 passenger seats. Rwy 05R-23L has 1000' stopway on both ends; not avbl for ASDA. Rwy 05R-23L PAPI and ILS radar position indicator not coincidental. TPA for lgt acft weighing 12,500 lbs or less 1400(656), TPA for acft greater than 12,500 lbs 1900(1156), TPA for overhead tfc 2400(1656). Rwy 05R ALSF II unmonitored indef. Rwy 05R-23L PAPI and ILS Runway Point of Intercept not coincidental. To req ldg rights ctc US Customs between 1230-0300Z Mon-Fri at 614-497-1865.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** AMC acft opr restricted during Bird Watch Conditions Moderate (tkf and ldg permission only when departure/arrival routes avoid identification bird activity, no local IFR/VFR tfc pattern) and Severe (tkf and ldg prohibited without OG/CC approval) ctc Comd Post for current Bird Watch Conditions code. All military acft must RON on 121 ARW or Detachment-21 ramp when space is avbl. All fixed wing military acft requiring parking and/or svc on 121 ARW ramp must have PPR number 48 hr in advance from Base OPS DSN 696-4595, C614-492-4595. Base OPS hr vary. Clsd holidays. **CAUTION** Bird and deer hazard. **CSTMS/AG/IMG** Avbl only with prior coordination. **ANG** 121 ARW KC-135-R Comd Post DSN 696-4468. Limited tran svc avbl, weekdays 1200-2000Z except holidays. Limited tran fuel/parking, tran aircrew must assist/perform refuel opr. Fuel avbl on ANG ramp on prior request only. Acft support not coordinated by PPR 48 hr prior with 121 ARW may not be avbl. **ARNG** Opr weekdays 1200-2100Z except holidays. No tran svc after 1900Z, DSN 346-6411, C614-336-6411. Ctc C-26 OPS prior to entering C-26 ramp park area, 139.3 DSN 346-6473, C614-336-6473.

WEATHER DATA SOURCES: AWOS-3 132.750 (C614) 492-2441.

COMMUNICATIONS: UNICOM 122.95

(R) COLUMBUS APP/DEP CON 119.15 279.6

RICK TOWER 120.05 348.4 **GND CON** 121.85 257.8

ANG COMD POST 238.8 (RICK CON) **ARNG OPS** 142.6 228.8 36.7 **ARNG C-26 OPS** 139.3 **121 ARW OPS** 238.8 (BRUTUS OPS)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 224° 25.6 NM to fld. 1350/6W. **HIWAS.**

(T) TACAN Chan 69 LCK (134.2) N39°48.49' W82°55.73' at fld. 732/5W. NOTAM FILE LCK. No NOTAM MP Wed 1300-1500Z.

TACAN azimuth unusable:

290°-300° blo 4,000'

130°-170° byd 18 NM blo 5,000'

TACAN azimuth and DME unusable:

075°-130° byd 12 NM blo 5,000'

075°-170° blo 3,000'

COBBS NDB (LOM) 253 DD N39°44.58' W83°01.22' 050° 6.0 NM to fld.

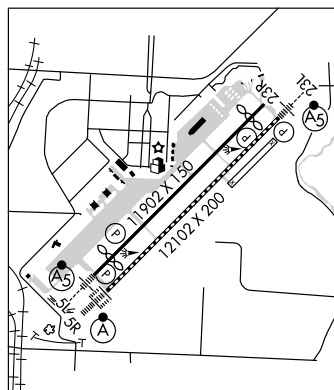
PICKL NDB (LOM) 376 LC N39°52.86' W82°50.17' 231° 5.9 NM to fld.

ILS/DME 110.1 I-DDV Chan 38 Rwy 05R. Class IIE. LOM COBBS NDB. No NOTAM MP Mon, Tue 1300-1700Z.

ILS 110.1 I-LCK Rwy 23L. Class IE. LOM PICKL NDB. MM OTS indef. No NOTAM MP Mon, Tue 1300-1700Z.

ILS/DME 110.55 I-FQS Chan 42Y Rwy 05L. Class IE.

COMM/NAV/WEATHER REMARKS: Ctc ground control for clearance prior to push back onto Twy A from cargo ramp 2.

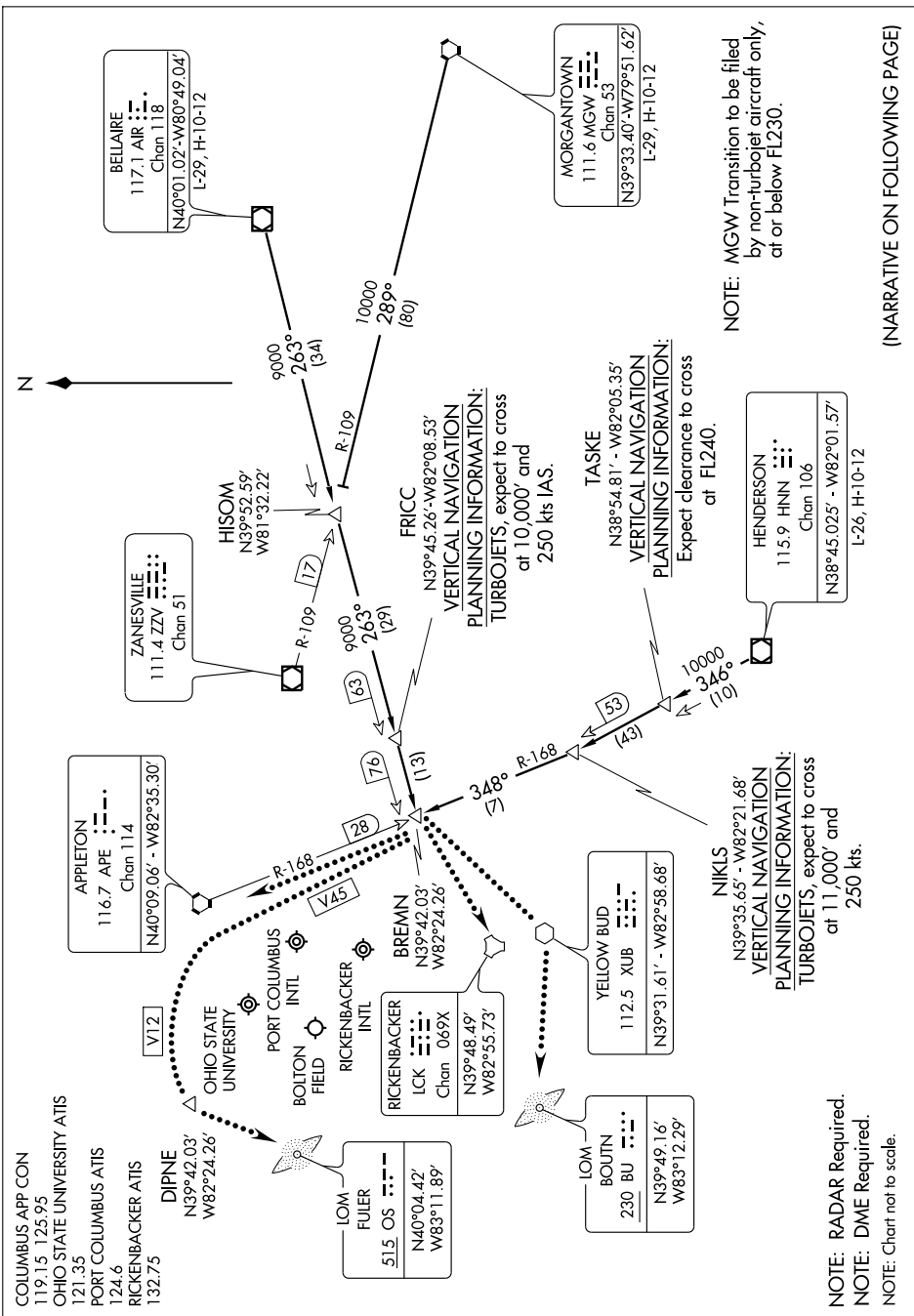


BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

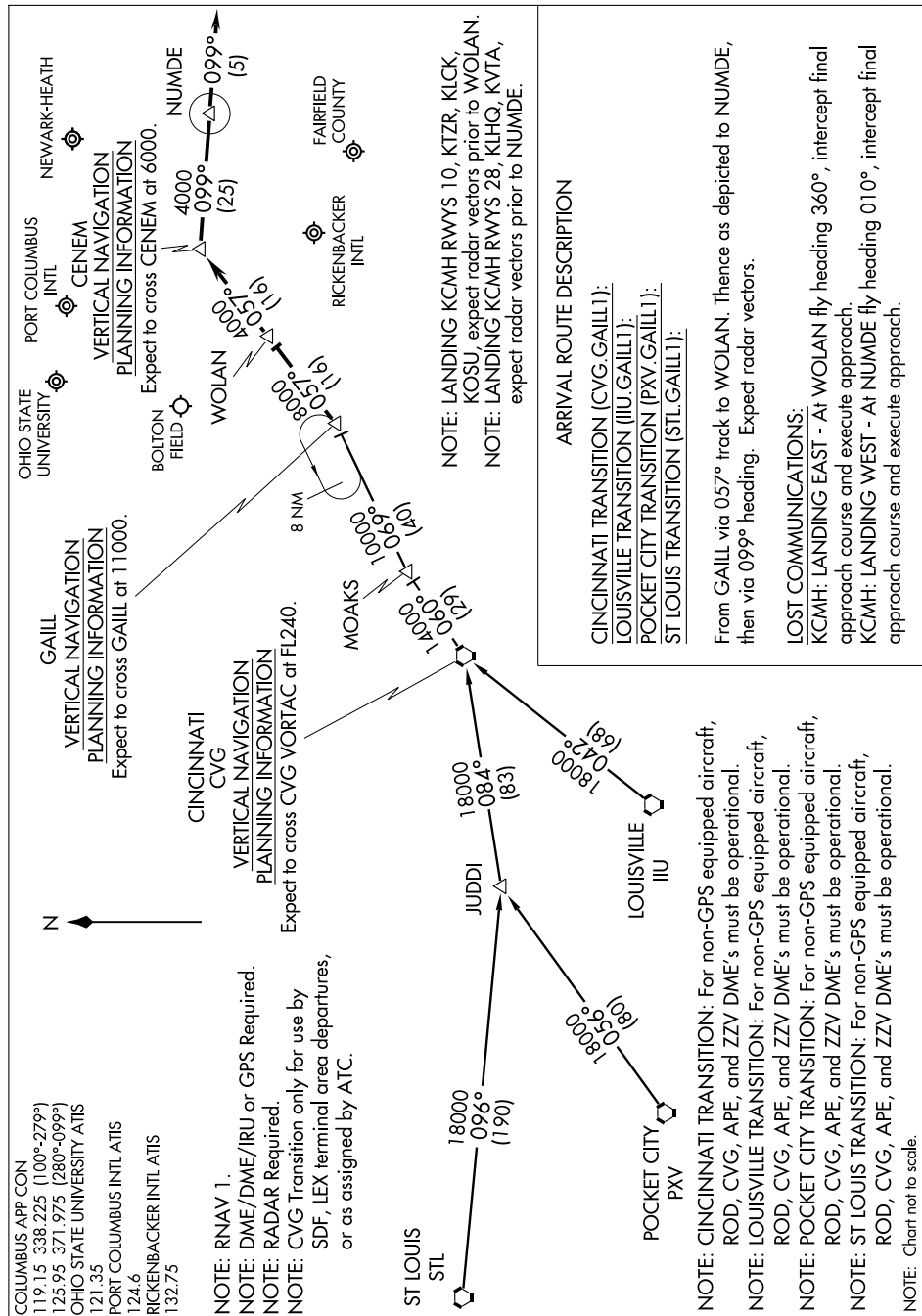
EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

GAILL ONE ARRIVAL (RNAV)

COLUMBUS, OH

EC-2, 26 AUG 2010 to 23 SEP 2010



GAILL ONE ARRIVAL (RNAV)

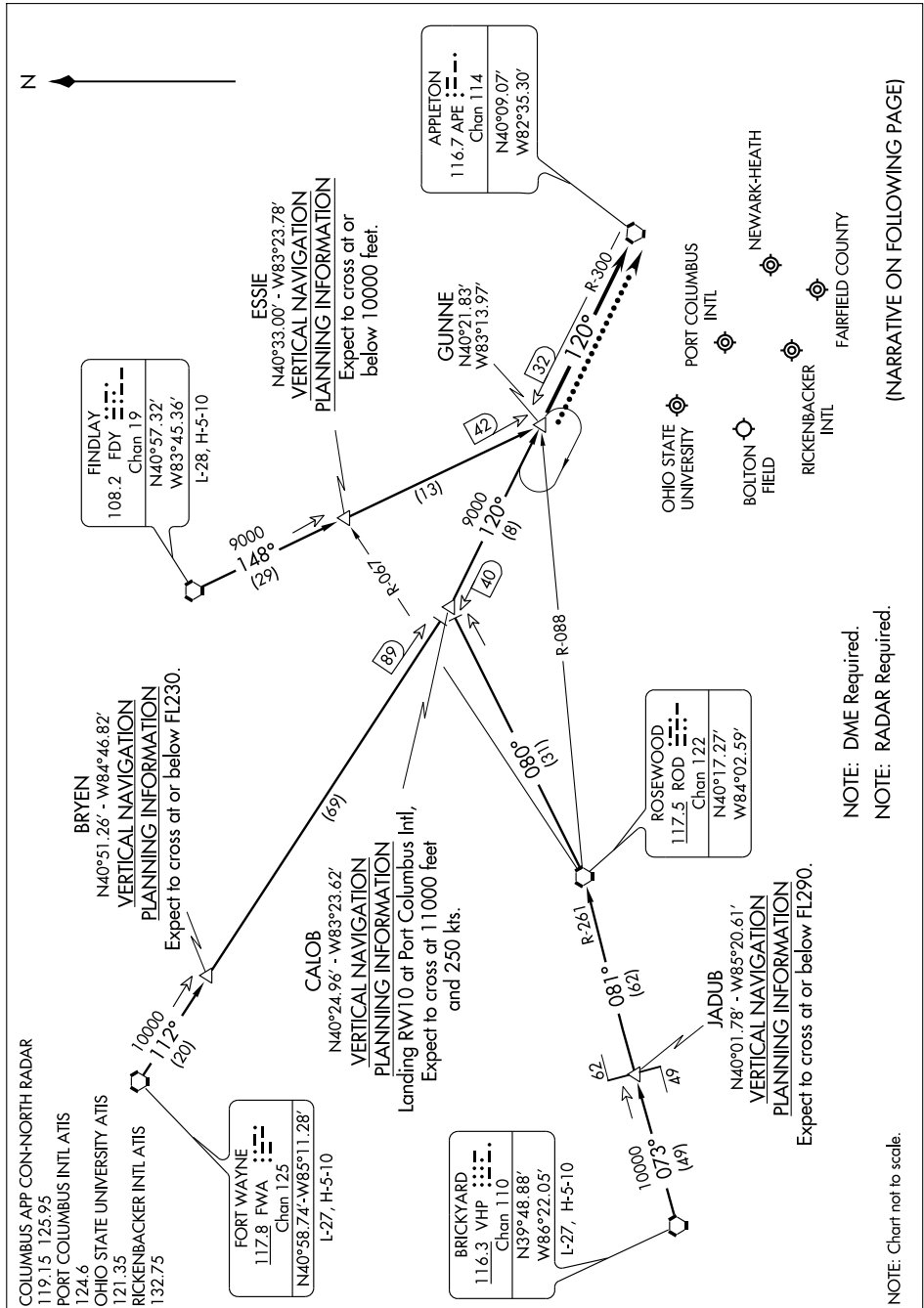
COLUMBUS, OH

(GUNNE.GUNNE1) 09239
GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

GUNNE ONE ARRIVAL
(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

COLUMBUS, OHIO

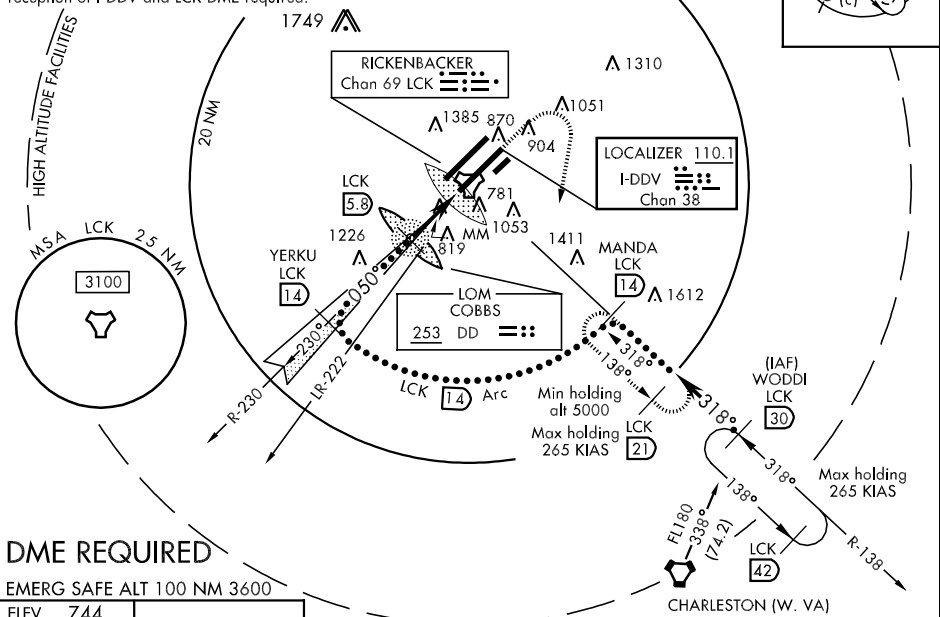
HI-ILS or LOC/DME RWY 5R

LOC I-DDV Chan 38	APCH CRS 050°	Rwy Idg 12,102 TDZE 736 Arpt Elev 744	JAL-6846 [USAF]	COLUMBUS/RICKENBACKER INTL (KLCK)
* When ALS inop, increase CAT CDE RVR to 4000, ** When ALS inop, increase CAT C RVR to 5000, CAT DE RVR to 6000. *** Circling NA NW of Rwy 5L/23R.			ALSF-2 	MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and LCK R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWOS-3 132.75
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When local altimeter setting not received,
use Port Columbus Intl altimeter setting and
increase all DA to 972 ft and all MDA 40 ft,
increase S-ILS CAT C,D,E vis to RVR 2400,
and Circling CAT E vis to 2½.

DME from LCK TACAN. Simultaneous
reception of I-DDV and LCK DME required.

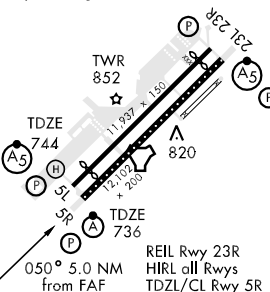


DME REQUIRED

EMERG SAFE ALT 100 NM 3600

ELEV 744

Rwy 5L Idg 11,018
Rwy 23R Idg 10,934



FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

COLUMBUS, OHIO

39° 49' N-82° 56' W

COLUMBUS/RICKENBACKER INTL (KLCK)

Amdt 3 09267

HI-ILS or LOC/DME RWY 5R

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC FLCK 110.1	APCH CRS 230°	Rwy Idg 12,102 TDZE 739 Arpt Elev 744	JAL-6846 [USAF]	COLUMBUS/RICKENBACKER INTL (KLCK)
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*When ALS inop, increase CAT CDE RVR to 4000,
increase S-LOC CAT C RVR to 6000, CAT DE vis to 1½.
**Circling NA NW of Rwy 5L-23R.

MALSR
A5

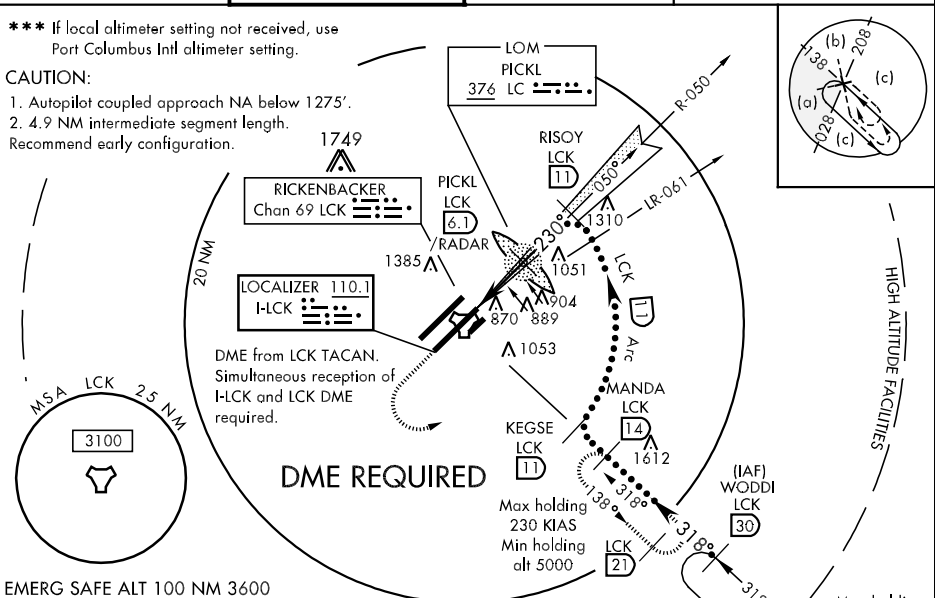
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 080° and LCK R-138 to MANDA/ LCK 14 DME and hold (RADAR or DME REQUIRED).

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3
119.15 279.6	120.05 348.4	121.85 275.8	132.75

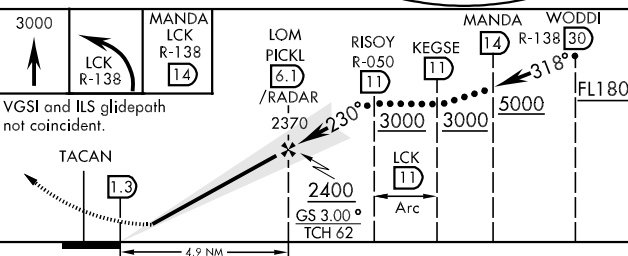
*** If local altimeter setting not received, use Port Columbus Intl altimeter setting.

CAUTION:

1. Autopilot coupled approach NA below 1275'.
 2. 4.9 NM intermediate segment length.
- Recommend early configuration. 174



EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-ILS 23L *	939/24	200	(200-1/2)
S-LOC 23L	1180/40 441 (500-3/4)	1180/50	441 (500-1)
SIDESTEP	1220-1 1/2		
RWY 23R	477 (500-1 1/2)	1220-2	477 (500-2)
CIRCLING **	1220-1 1/2	1300-2	1380-2 1/4
	476 (500-1 1/2)	556 (600-2)	636 (700-2 1/4)
*** PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS			
S-ILS 23L *	975/24	236	(300-1/2)
S-LOC 23L	1220/40 481 (500-3/4)	1220/50 481(500-1)	1220/60 481(500-1 1/4)
SIDESTEP	1260-1 1/2		
RWY 23R	517 (600-1 1/2)	1260-2	517 (600-2)
CIRCLING **	1260-1 1/2	1340-2	1420-2 1/4
	516 (600-1 1/2)	596 (600-2)	676 (700-2 1/4)

COLUMBUS, OHIO

39°49'N-82°56'W

COLUMBUS/RICKENBACKER INTL (KLCK)

Amdt 4 09351

HI-ILS or LOC RWY 23L

LOC/DME I-FQS 110.55 Chan 42 (Y)	APP CRS 050°	Rwy Idg TDZE Apt Elev	11004 744 744
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ILS or LOC RWY 5L

COLUMBUS / RICKENBACKER INTL (LCK)



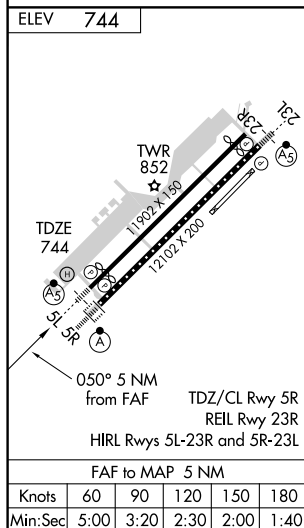
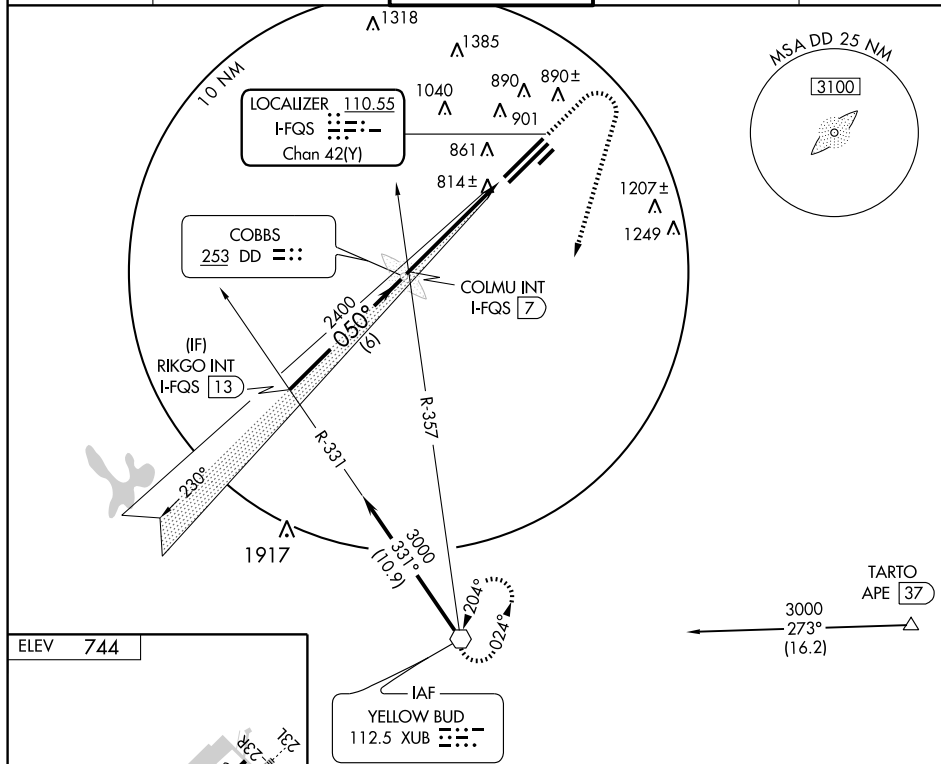
If local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs to 980 feet and increase all MDAs 40 feet. Circling not authorized NW of Rwy 5L-23R. For inoperative MALSR increase S-LOC Cat D visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95
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Procedure Turn NA		VGS and ILS glidepath not coincident.		3000	XUB
GS 3.00° TCH 55		COLMU INT I-FQS 7		2400	112.5
VDP NA with Port Columbus Intl altimeter setting.		I-FQS 2.8		I-FQS 2	
CATEGORY		A	B	C	D
S-ILS 5L		944-½		200 (200-½)	
S-LOC 5L		1080-½		336 (400-½)	
CIRCLING		1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

LOC/DME I-DDV
110.1
Chan **38**

APP CRS
050°

Rwy Idg	TDZE	Apt Elev
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
20	20	20
21	21	21
22	22	22
23	23	23
24	24	24
25	25	25
26	26	26
27	27	27
28	28	28
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31	31	31
32	32	32
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34	34	34
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68	68	68
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89	89	89
90	90	90
91	91	91
92	92	92
93	93	93
94	94	94
95	95	95
96	96	96
97	97	97
98	98	98
99	99	99
100	100	100

12102	11004
736	744
744	744

7

ILS or LOC RWY 5R

COLUMBUS / RICKENBACKER INTL (LCK)

A altimeter setting and increase all DA to 975 feet, and all MDA 40 feet; increase S-ILS 5R visibility to RVR 2400 all Cats. Circling not authorized NW of Rwy 5L-23R.

5R
ALSF-2

5L
MALSR


MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

AWOS-3
132.75

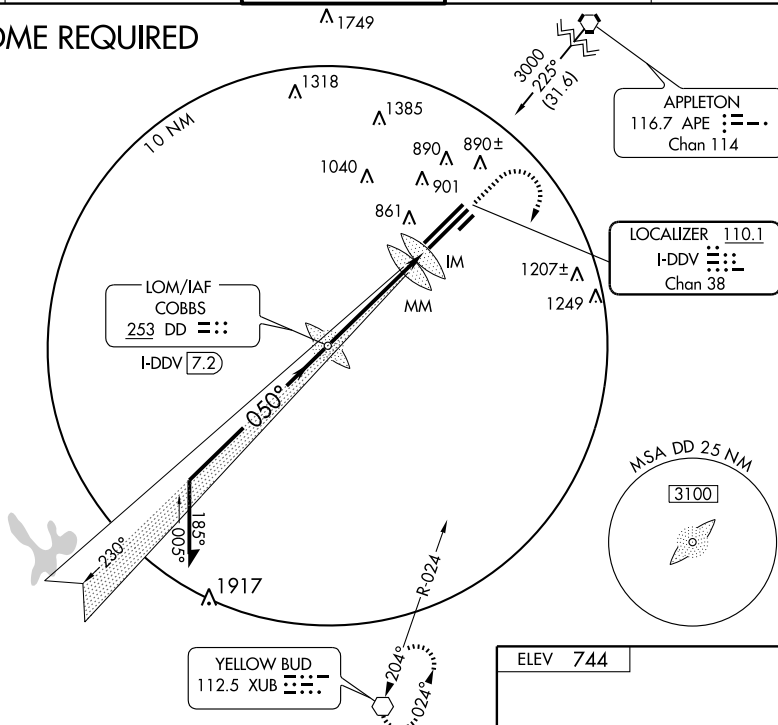
COLUMBUS APP CON
119.15 279.6

RICK TOWER
120.05 348.4

GND CON	
121.85	275.8

UNICOM
122.95

ADF or DME REQUIRED



Remain within 10 NM

3000

GS 3.00° TCH 54

230°

050°

2500

I-DDV 7.2

2413

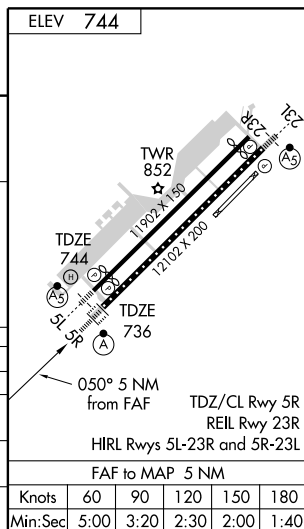
I-DDV 3.1

I-DDV 2.2

112.5

VGS and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 5R	936/18 200 (200-½)			
S-LOC 5R	1080/24 344 (400-½)			1080/40 344 (400-¾)
SIDESTEP RWY 5L	1180-1 436 (500-1)	1180-1½ 436 (500-1½)	1180-2 436 (500-2)	
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)



LOC	I-LCK	APP CRS	Rwy Idg	23L	23R
<u>110.1</u>	<u>230°</u>		TDZE	12102	10913
			Apt Elev	739	743
				744	744

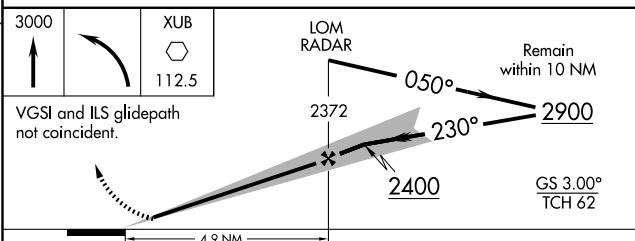
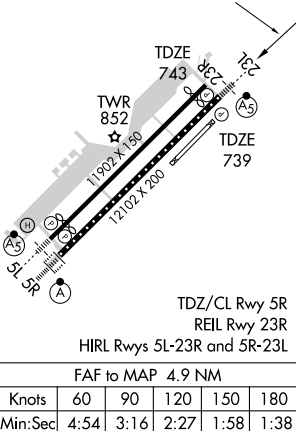
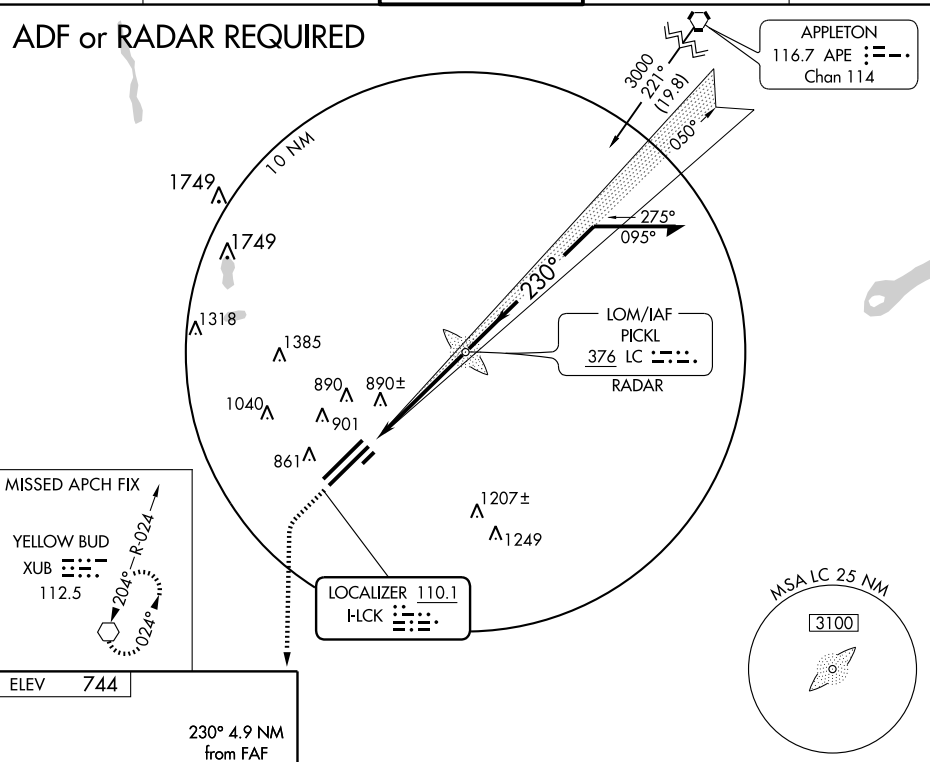
ILS or LOC RWY 23L

COLUMBUS / RICKENBACKER INTL (LCK)

<p>A When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA to 975 feet and all MDA 40 feet. Circling not authorized NW of Rwy 5L-23R.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.</p>
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AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95
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ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 23L	939/24 200 (200-½)			
S-LOC 23L	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)
SIDESTEP RWY 23R	1220-1 477 (500-1)		1220-1½ 477 (500-1½)	1220-2 477 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

LOC/DME I-DDV
110.1
Chan **38**

APP CRS
050°

Rwy Idg **12102**
TDZE **736**
Apt Elev **744**

ILS RWY 5R (CAT II)
COLUMBUS / RICKENBACKER INTL (LCK)

▲ Cat II NA when using Port Columbus altimeter setting.



MISSED APPROACH: Climb to 3000,
then turn right direct XUB VOR and hold.

AWOS-3
132.75

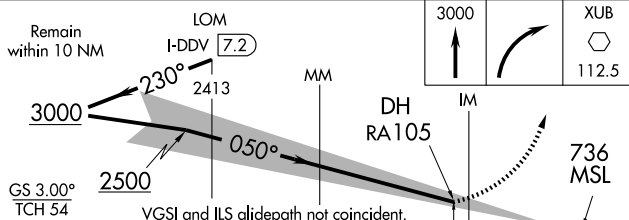
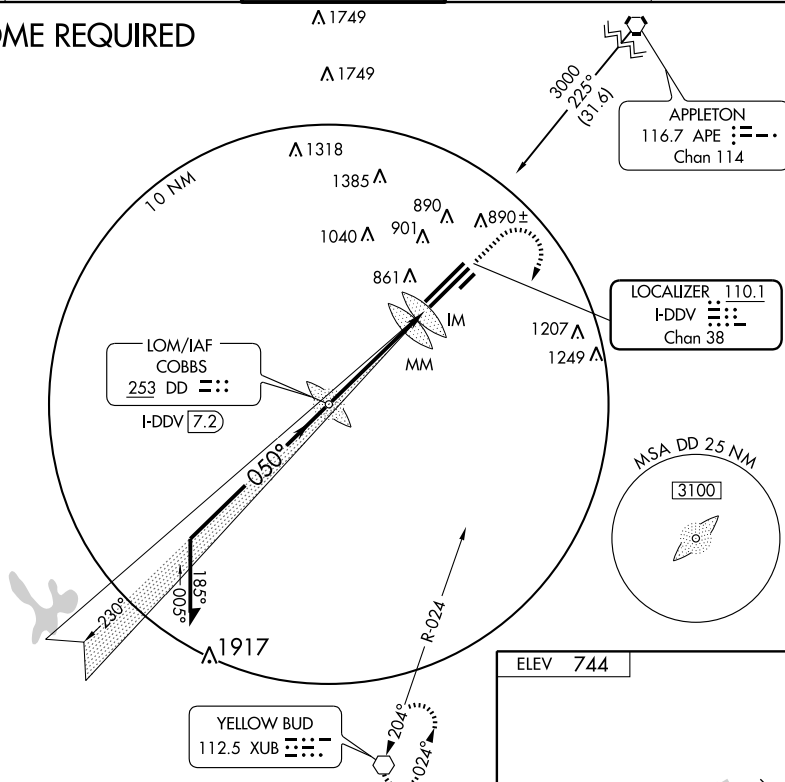
COLUMBUS APP CON
119.15 279.6

RICK TOWER
120.05 348.4

GND CON
121.85 275.8

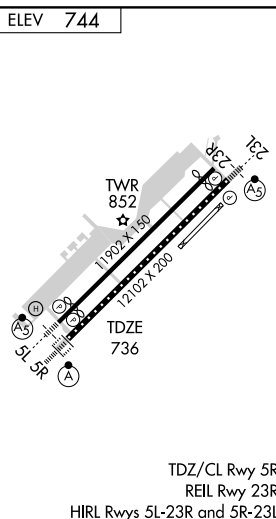
UNICOM
122.95

ADF or DME REQUIRED



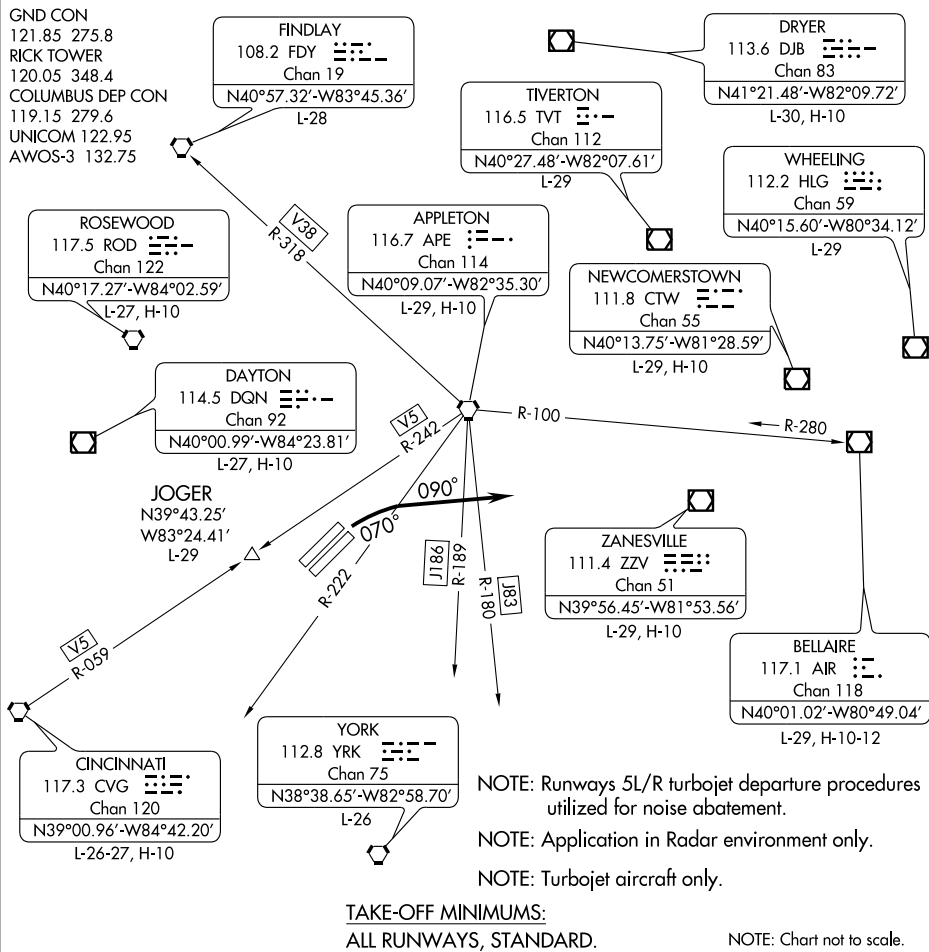
CATEGORY	A	B	C	D
S-ILS 5R				

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwy 5L-23R and 5R-23L

LOCKBOURNE TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 5L or 5R: Climbing right turn to 3000' via heading 070° until crossing APE R-222, then right turn heading 090°. Expect vectors to assigned route and clearance to filed altitude 10 minutes after departure.

LOM DD 253	APP CRS 051°	Rwy Idg TDZE 736 Apt Elev 744
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NDB RWY 5R

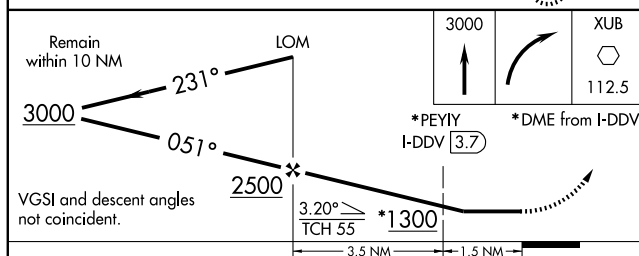
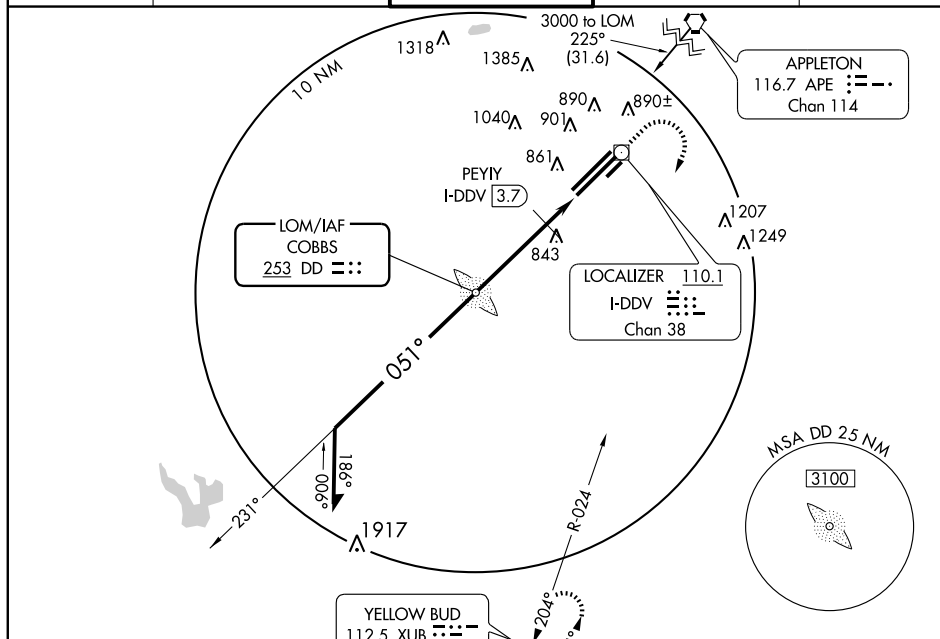
COLUMBUS / RICKENBACKER INTL (LCK)

A Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase S-5R Cat C visibility to RVR 6000, Cat D visibility to 1¼ mile and PEYIY fix minimums Cat D visibility to RVR 6000.

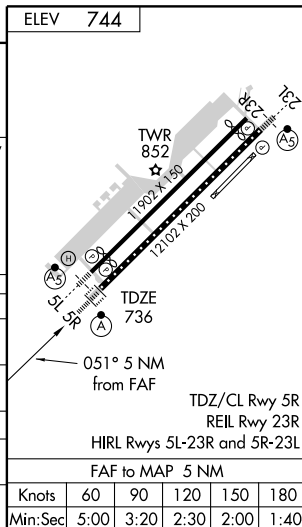


MISSED APPROACH:
Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-5R	1300/40	564 (600-¾)	1300/50 564 (600-1)	1300-1½ 564 (600-1½)
CIRCLING	1300-1	556 (600-1)	1300-1½ 556 (600-1½)	1300-2 556 (600-2)
*PEYIY FIX MINIMUMS				
S-5R	1160/40 424 (500-¾)			1160/50 424 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

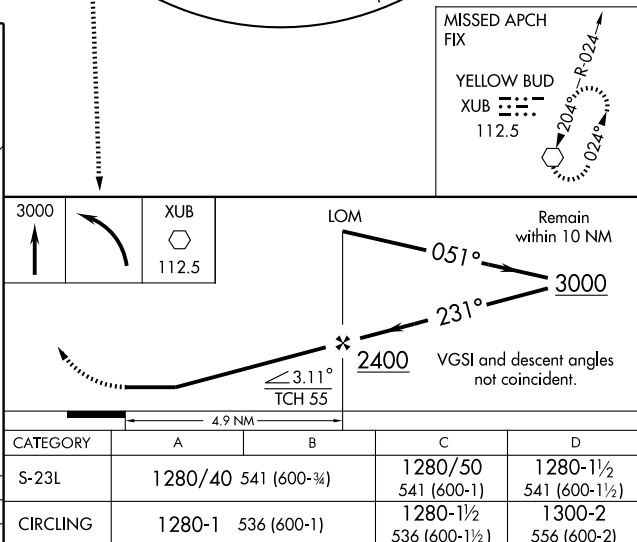
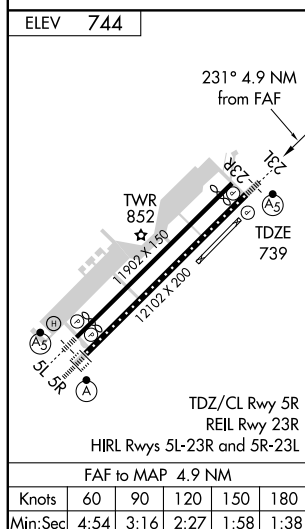
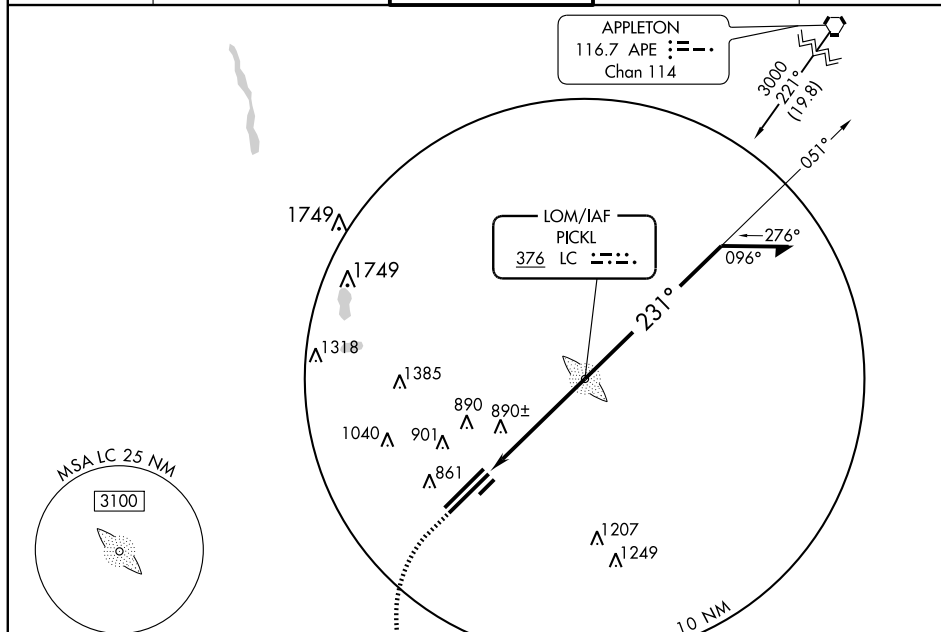


LOM LC 376	APP CRS 231°	Rwy Idg TDZE Apt Elev	12102 739 744
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NDB RWY 23L

COLUMBUS / RICKENBACKER INTL (LCK)

A Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet.			MALSR 	MISSED APPROACH: Climb to 3000 then left turn direct XUB VOR and hold.	
AWOS-3 132.75	COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4		GND CON 121.85 275.8	UNICOM 122.95



WAAS
CH **78410**
W05A

APP CRS
050°

Rwy Idg **12102**
TDZE **736**
Apt Elev **744**

RNAV (GPS) RWY 5R

COLUMBUS / RICKENBACKER INTL (LCK)



For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet, increase all MDA 40 feet and LNAV Cat C visibility to RVR 4000.

ALSF2



MISSED APPROACH:
Climb to 3000 direct
ZAVTA and hold.

AWOS-3
132.75

COLUMBUS APP CON
119.15 279.6

RICK TOWER
120.05 348.4

GND CON
121.85 275.8

UNICOM
122.95

MISSED APCH FIX



1318

1385

1040

901

890

890±

861

YABUC

1.4 NM to

RW05R

839±

843

(FAF)

FOGEB

1207

1249

(IAF)

JORUV

3000 NoPT

140°

(G)

(IF/IAF)

YERKU

3000 NoPT

050°

(G)

230°

4 NM

1917

(IAF)

OYOVU

TARTO

3000

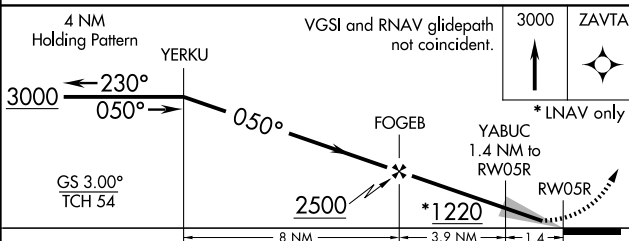
284°

(20.6)

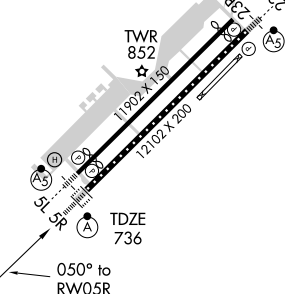
MSA RW05R 25 NM

3100

ELEV 744



CATEGORY	A	B	C	D
LPV DA		936/24	200 (200-1/2)	
LNAV/VNAV DA		1138/50	402 (400-1)	
LNAV MDA	1120/24	384 (400-1/2)		1120/50 384 (400-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1 1/2 456 (500-1 1/2)	1300-2 556 (600-2)



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwy 5L-23R and 5R-23L

WAAS
CH **62811**
W23A

APP CRS
230°

Rwy Idg **12102**
TDZE **739**
Apt Elev **744**

RNAV (GPS) RWY 23L

COLUMBUS / RICKENBACKER INTL (LCK)



Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 40 feet.

MALSR



MISSED APPROACH:
Climb to 3000 direct
YERKU and hold.

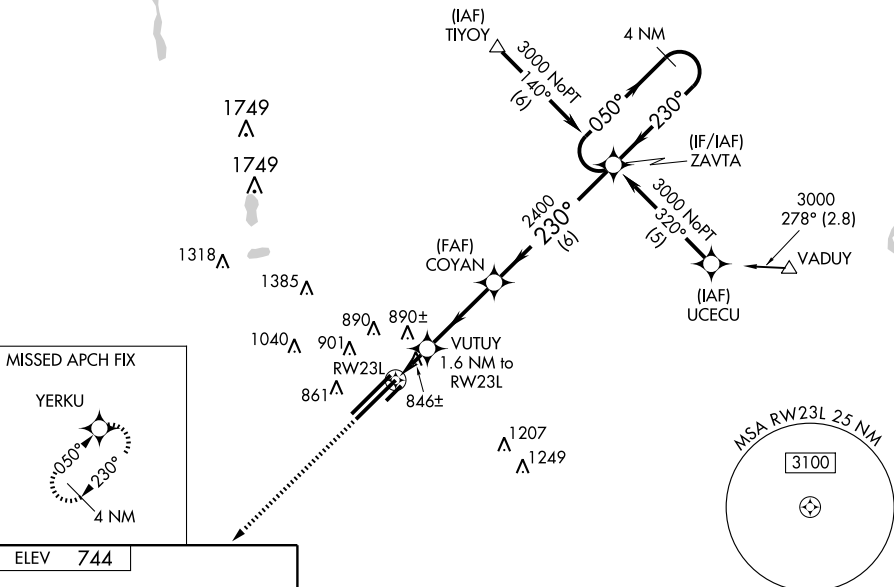
AWOS-3
132.75

COLUMBUS APP CON
119.15 279.6

RICK TOWER
120.05 348.4

GND CON
121.85 275.8

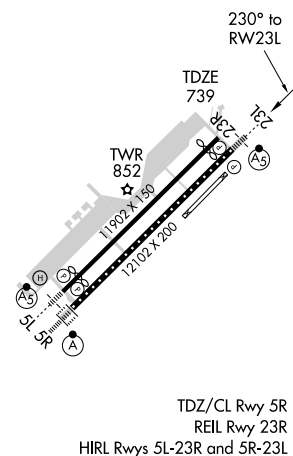
UNICOM
122.95



MISSED APCH FIX



ELEV 744



3000

↑

YERKU

✳

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

* LNAV only

RW23L

1.6

3.4 NM

6 NM

VUTUY

1.6 NM to RW23L

* 1280

2400

COYAN

230°

ZAVTA

050° →

← 230°

3000

GS 3.00° TCH 55

CATEGORY	A		B	C	D
LPV DA			939/24	200 (200-½)	
LNAV/VNAV DA			1121/40	382 (400-¾)	
LNAV MDA	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)	
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	

LCK TACAN Chan 69	APCH CRS 062°	Rwy Idg 11,018 TDZE 744 Arpt Elev 744
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AL-6846 [USAF]

COLUMBUS/ RICKENBACKER INTL (KLCK)

When local altimeter setting not received, use Port Columbus Intl altimeter setting, and increase all MDA 40 ft, increase CAT E vis to 1½ miles, and Circling CAT E vis to 2½ miles.



MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON 119.15 279.6

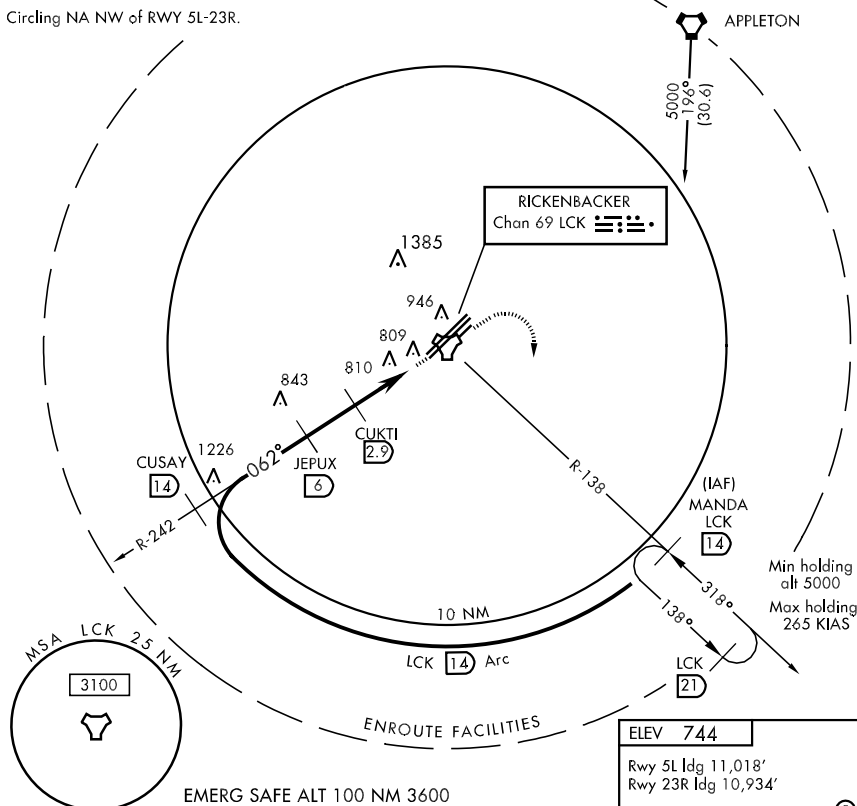
RICK TOWER 120.05 348.4

GND CON 121.85 275.8

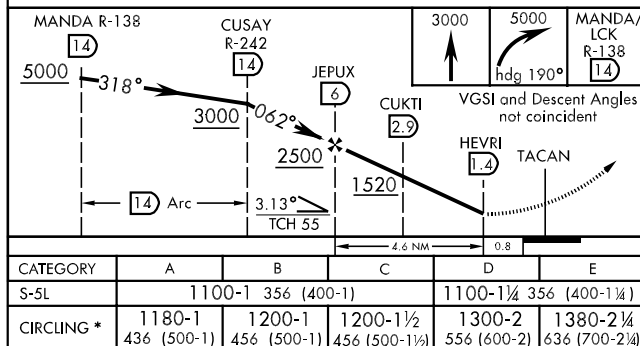
AWOS-3 132.75

UNICOM 122.95

* Circling NA NW of RWY 5L-23R.

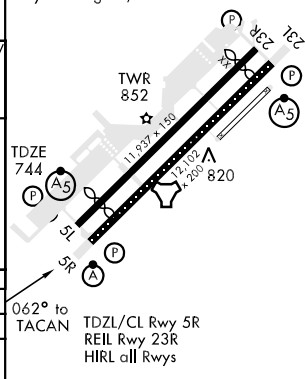


EMERG SAFE ALT 100 NM 3600



ELEV 744

Rwy 5L Idg 11,018'
Rwy 23R Idg 10,934'

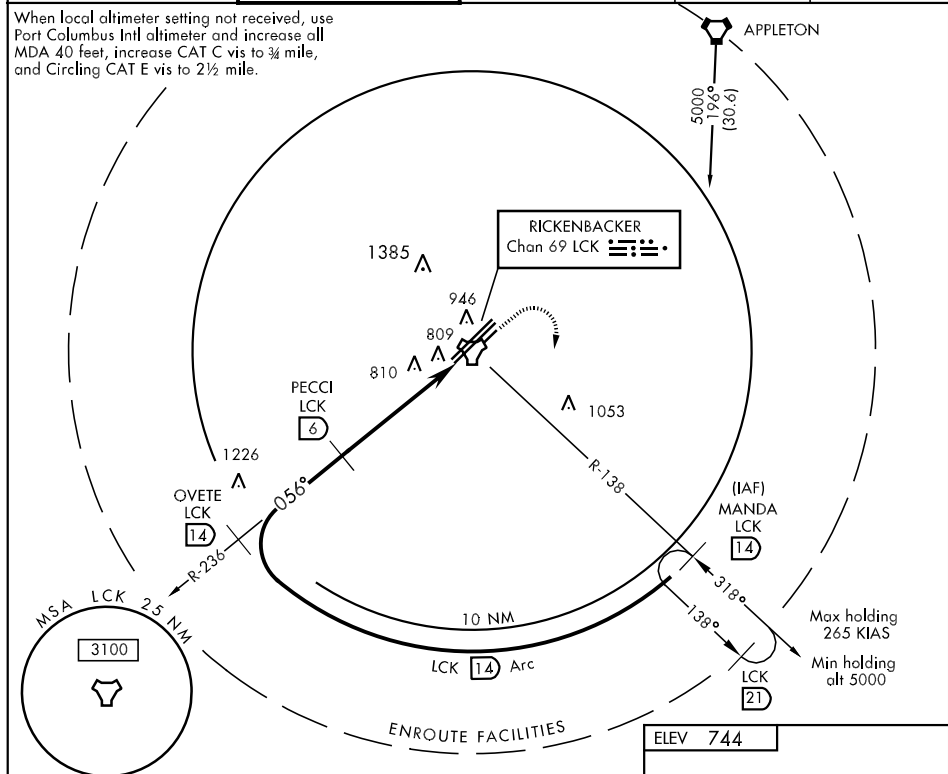


LCK TACAN Chan 69	APCH CRS 056°	Rwy Idg 12,102 TDZE 736 Arpt Elev 744	AL-6846 [USAF]	COLUMBUS/ RICKENBACKER INTL (KLCK)
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▼ When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ mile and CAT E vis to 1¾ mile ** Circling not authorized NW of Rwy 5L-23R.	ALS-2 	MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via hdg 190° and via LCK R-138 to MANDA/ LCK 14.0 DME and hold, continue climb-in-hold to 5000.
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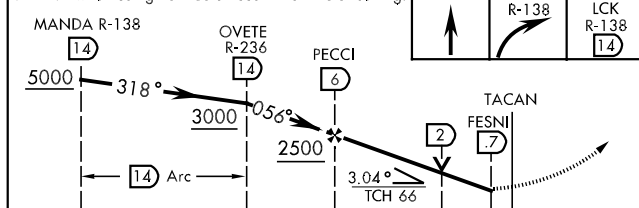
COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWQS-3 132.75	UNICOM 122.95
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When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase CAT C vis to ¾ mile, and Circling CAT E vis to 2½ mile.

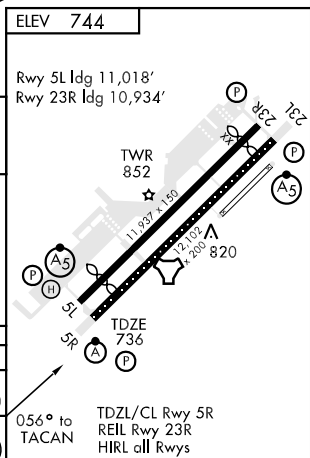


EMERG SAFE ALT 100 NM 3600

VDP NA when using Port Columbus Intl altimeter setting.



CATEGORY	A	B	C	D	E
S-5R *	1200/24 464 (500-½)		1200/40 464 (500-¾)	1200/50 464 (500-1)	1200/60 464 (500-1¼)
CIRCLING**	1200-1	456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)



LCK TACAN Chan 69	APCH CRS 226°	Rwy Idg 12,102 TDZE 740 Arpt Elev 744	AL-6846 [USAF]	COLUMBUS/ RICKENBACKER INTL (KLCK)
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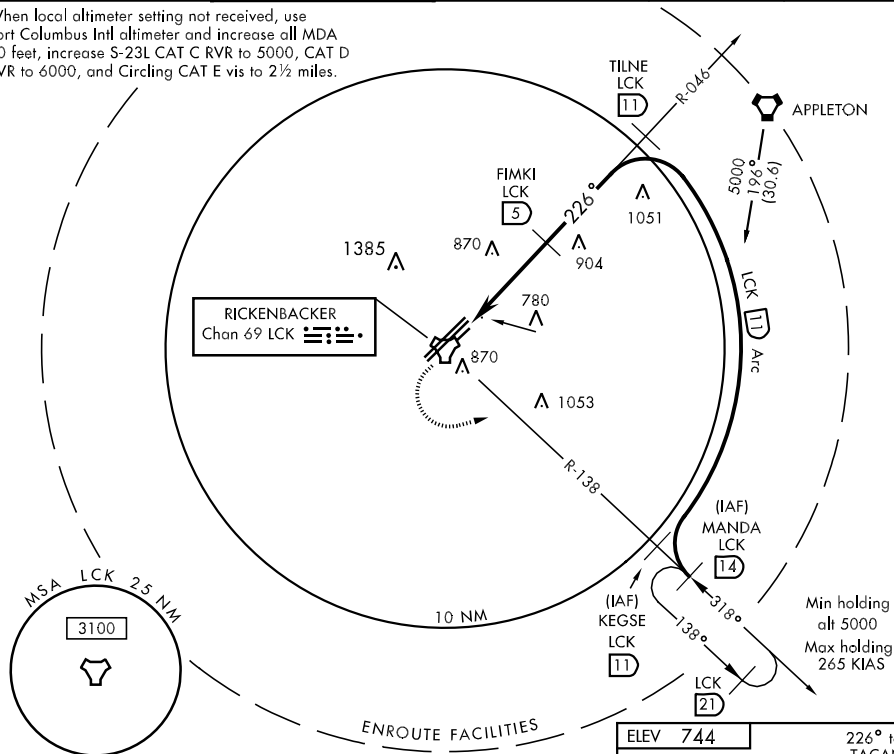
* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling NA NW of Rwy 5L-23R.



MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

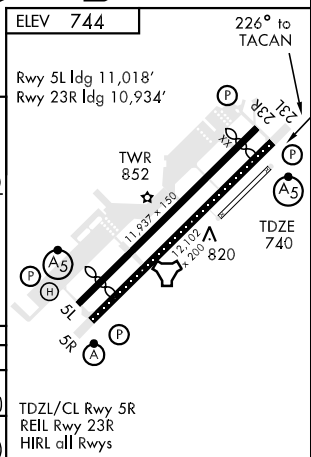
COLUMBUS APP CON 119.15 279.6	RICK TOWER 120.05 348.4	GND CON 121.85 275.8	AWOS-3 132.75	UNICOM 122.95
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When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase S-23L CAT C RVR to 5000, CAT D RVR to 6000, and Circling CAT E vis to 2½ miles.



EMERG SAFE ALT 100 NM 3600

3000	5000	MANDA LCK R-138 14			TILNE R-046 11	KEGSE R-138 11	MANDA R-138 14
↑	hdg 080°						
VDP NA when using Port Columbus Intl altimeter setting.							
	CUBSO 1.3	2.5	FIMKI 5	226°	3000	3000	5000
	TACAN		2000		11 Arc	318°	
						2.99°	
						TCH 74	
3.7 NM							
CATEGORY	A		B		C	D	E
S-23L *	1220/24 481 (500-½)				1220/40 481 (500-¾)	1220/50 481 (500-1)	1220/60 481 (500-1½)
CIRCLING **	1220-1 476 (500-1)				1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2½ 636 (700-2½)



LCK TACAN
Chan 69

APCH CR
220°

Rwy Idg	10,934
TDZE	743
Arpt Elev	744

AL-6846 [USAF]

COLUMBUS/ RICKENBACKER INTL (KLCK)

* When local altimeter setting not received, use Port Columbus Int'l altimeter setting and increase all MDA 40 feet, increase CAT E vis to 1¾ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON
119.15 279.6

RICK TOWER
120.05 348.4

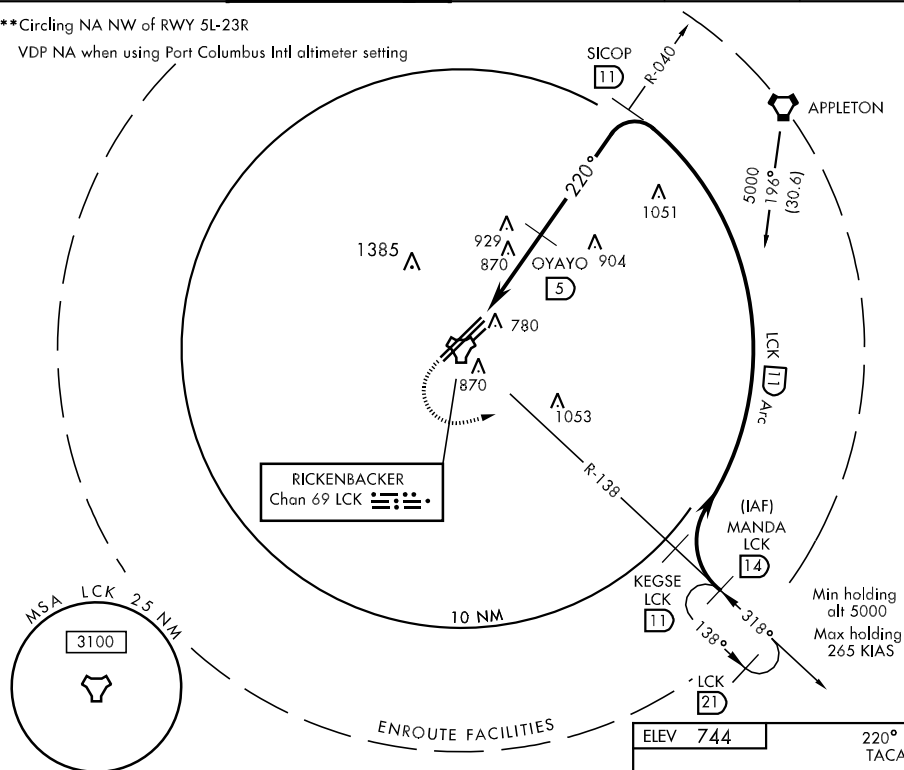
GND CON
121.85 275.8

AWOS-3
132.75

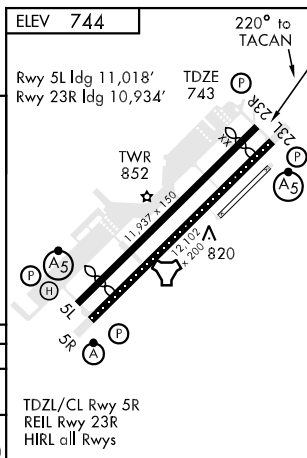
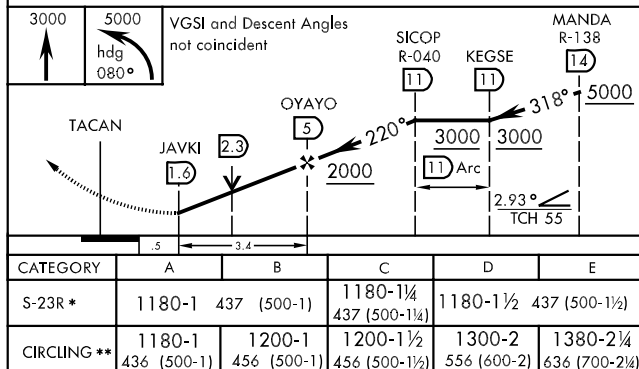
UNICOM
122.95

****Circling NA NW of RWY 5L-23R**

VDP NA when using Port Columbus Intl altimeter setting



EMERG SAFE ALT 100 NM 3600



COLUMBUS, OHIO

39° 49'N-82° 56'W

COLUMBUS/ RICKENBACKER INTL (KLCK)

Amdt 3 09267

TACAN RWY 23R

EC-2. 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

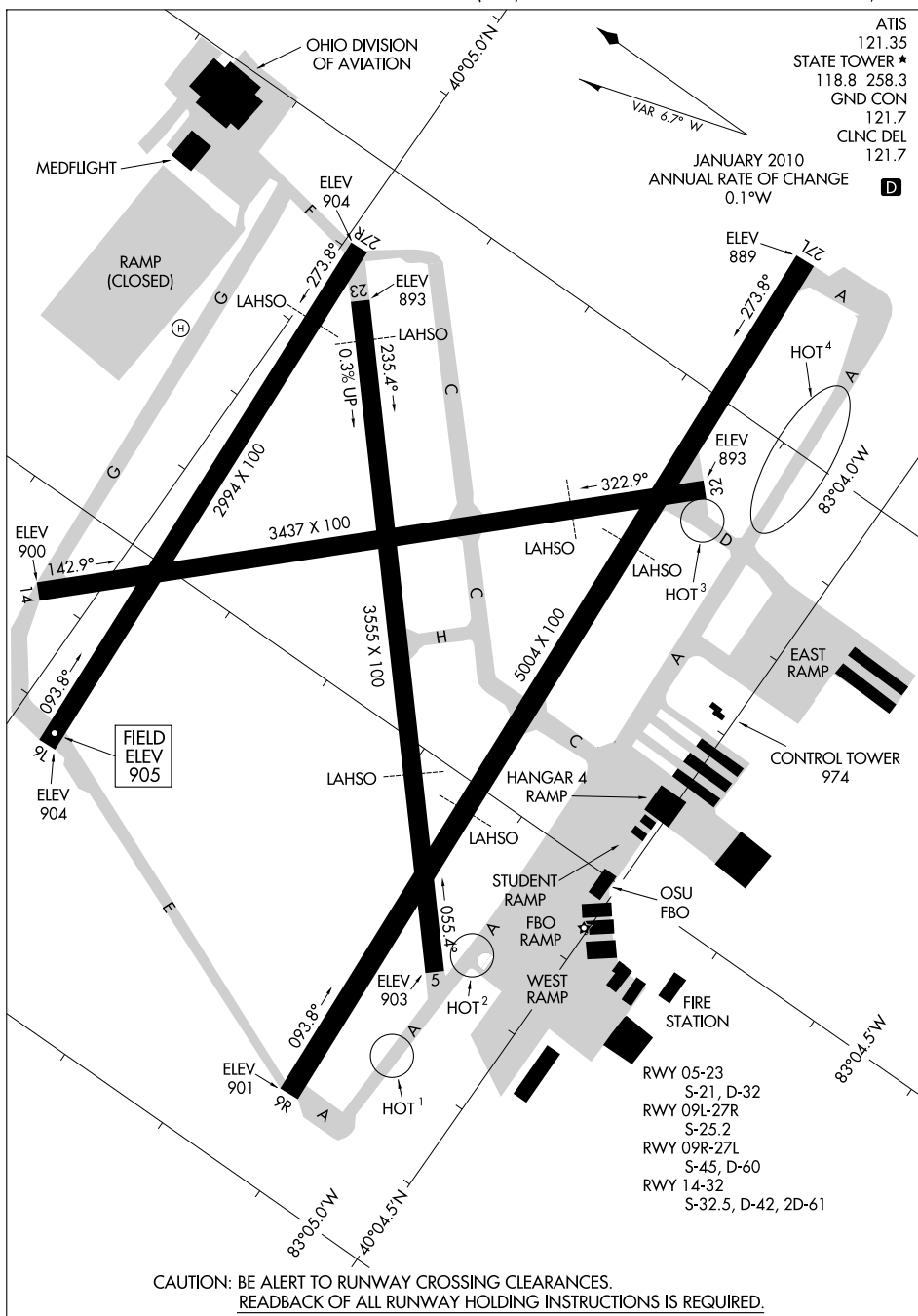
AIRPORT DIAGRAM

AL-5387 (FAA)

COLUMBUS/OHIO STATE UNIVERSITY (OSU)
COLUMBUS, OHIO

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2. 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

COLUMBUS, OHIO

OHIO STATE UNIVERSITY

(OSU) 10 NW UTC-5(-4DT) N40°04.79' W83°04.38'

DETROIT

905 B S4 FUEL 100LL, JET A1 + OX 1, 2 Class IV, ARFF Index A NOTAM FILE OSU

H-10G, L-29A

RWY 09R-27L: H5004X100 (ASPH-GRVD) S-45, D-60 HIRL

IAP, AD

RWY 09R: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. Pole.

RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Tree.

RWY 05-23: H3555X100 (ASPH) S-21, D-32 MIRL 0.3% up SW

RWY 05: Trees. RWY 23: Trees.

RWY 14-32: H3437X100 (ASPH) S-32.5, D-42, 2D-61 MIRL

RWY 14: Trees. RWY 32: Trees

RWY 09L-27R: H2994X100 (ASPH) S-25.2 MIRL 0.4% up W

RWY 09L: VASI(V2L)—GA 3.0° TCH 29'. Silo.

RWY 27R: VASI(V2L)—GA 3.0° TCH 42'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09L-27R	3350
RWY 09L	05-23	2550
RWY 09R	14-32	3300
RWY 14	09R-27L	2750
RWY 23	09R-27L	2500
RWY 27L	05-23	3300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA-3555	TODA-3555	ASDA-3555	LDA-3555
RWY 09L:	TORA-2994	TODA-2994	ASDA-2994	LDA-2994
RWY 09R:	TORA-5004	TODA-5004	ASDA-5004	LDA-5004
RWY 23:	TORA-3555	TODA-3555	ASDA-3555	LDA-3555
RWY 27L:	TORA-5004	TODA-5004	ASDA-5004	LDA-5004
RWY 27R:	TORA-2994	TODA-2994	ASDA-2994	LDA-2994

AIRPORT REMARKS: Attended 1130-0400Z. Birds and deer on and in/ovf

arpt. Closed to scheduled air carrier ops with greater than 9

passenger seats and unscheduled air carrier ops greater than 30

passenger seats. 90-day PPR, call arpt manager 614-292-5460. Noise sensitive area within 4 miles to the N

and NE. Noise abatement restrictions: No touch and go lds or repeated txf and lds 0400-1200Z daily. All

movement area N of Rwy 09R-27L are not avbl for air carrier ops with more than 30 passenger seats. Snow

removal operating procedures: when twr clsd announce arrival on freq 118.8. VASIs and PAPIs opr

continuously. ACTIVATE MALSR Rwy 09R—CTAF. When twr clsd HIRL Rwy 09R-27L, MIRL Rwy 14-32 preset

med ints and MIRL Rwy 09L-27R and Rwy 05-23 not avbl.

WEATHER DATA SOURCES: ASOS (614) 451-2465. LAWRS.

COMMUNICATIONS: CTAF 118.8 ATIS 121.35 UNICOM 122.95

COLUMBUS APP/DEP CON 120.2

STATE TOWER 118.8 (1200-0400Z) GND CON 121.7 CLNC DEL 121.7

AIRSPACE: CLASS D svc 1200-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 265° 22.7 NM to fld. 1350/6W.

HIWAS.

DON SCOTT NDB (MHW) 348 DKG N40°04.82' W83°04.73' at fld. NOTAM FILE OSU. Unmonitored when twr clsd. SHUTDOWN.

FULER NDB (MHW/LOM) 515 OS N40°04.42' W83°11.89' 091° 5.8 NM to fld.

ILS 108.5 I-OSU Rwy 09R LOM FULER NDB. Unmonitored when twr clsd.

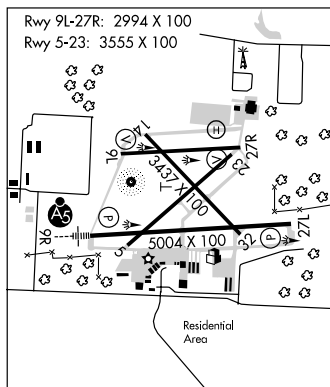
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

• • • • •

HELIPAD H1: H40X40 (ASPH)

HELIPORT REMARKS: Helipad (unlit) relocated N side of airfield, adjacent Air Guard ramp, Twy G. All app/dep routes

helicopters ops are conducted in an area 130°-110° clockwise using the touchdown pad as the center of a compass rose.

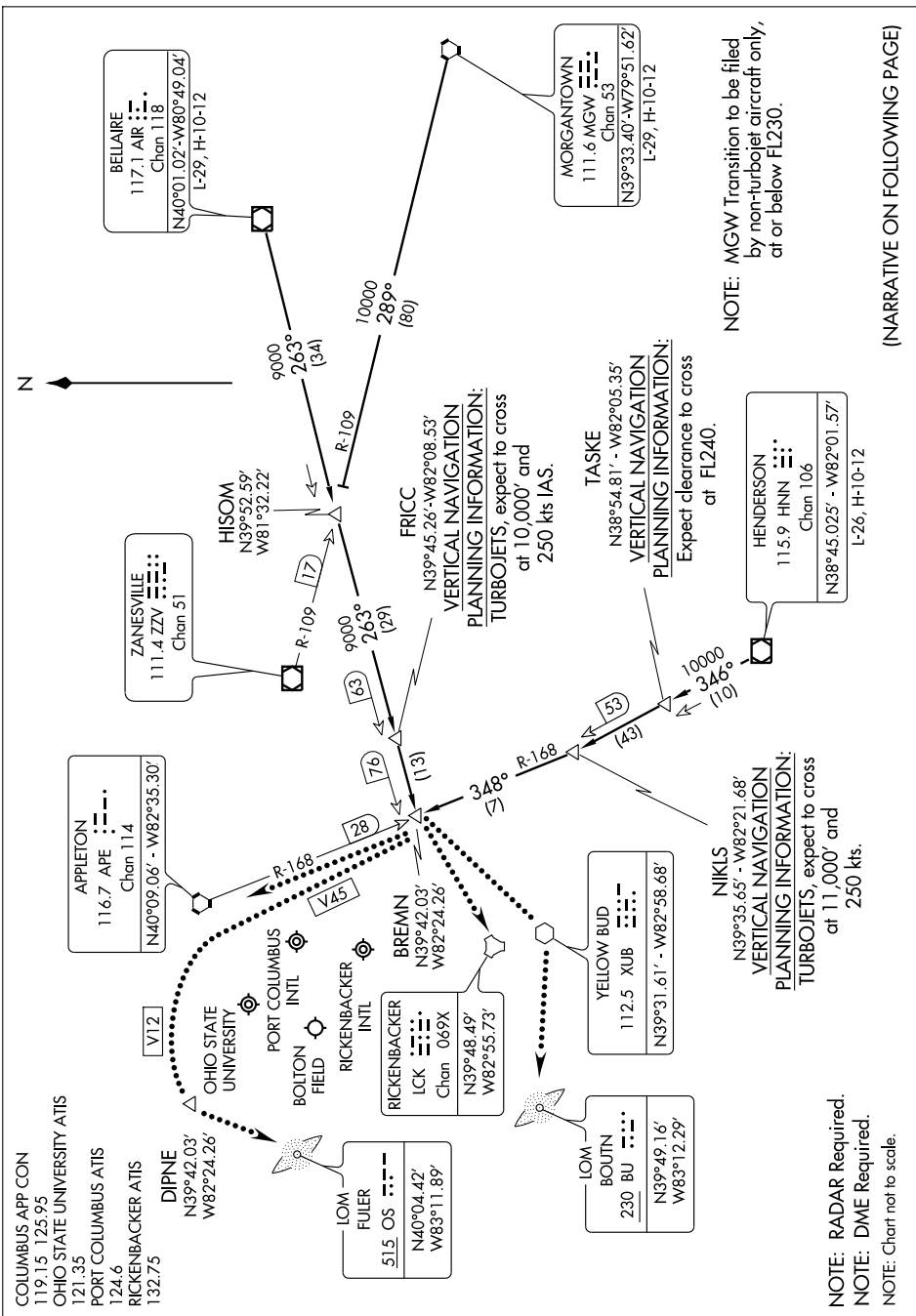


BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

BREM3 THREE ARRIVAL

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . .

HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . .

MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

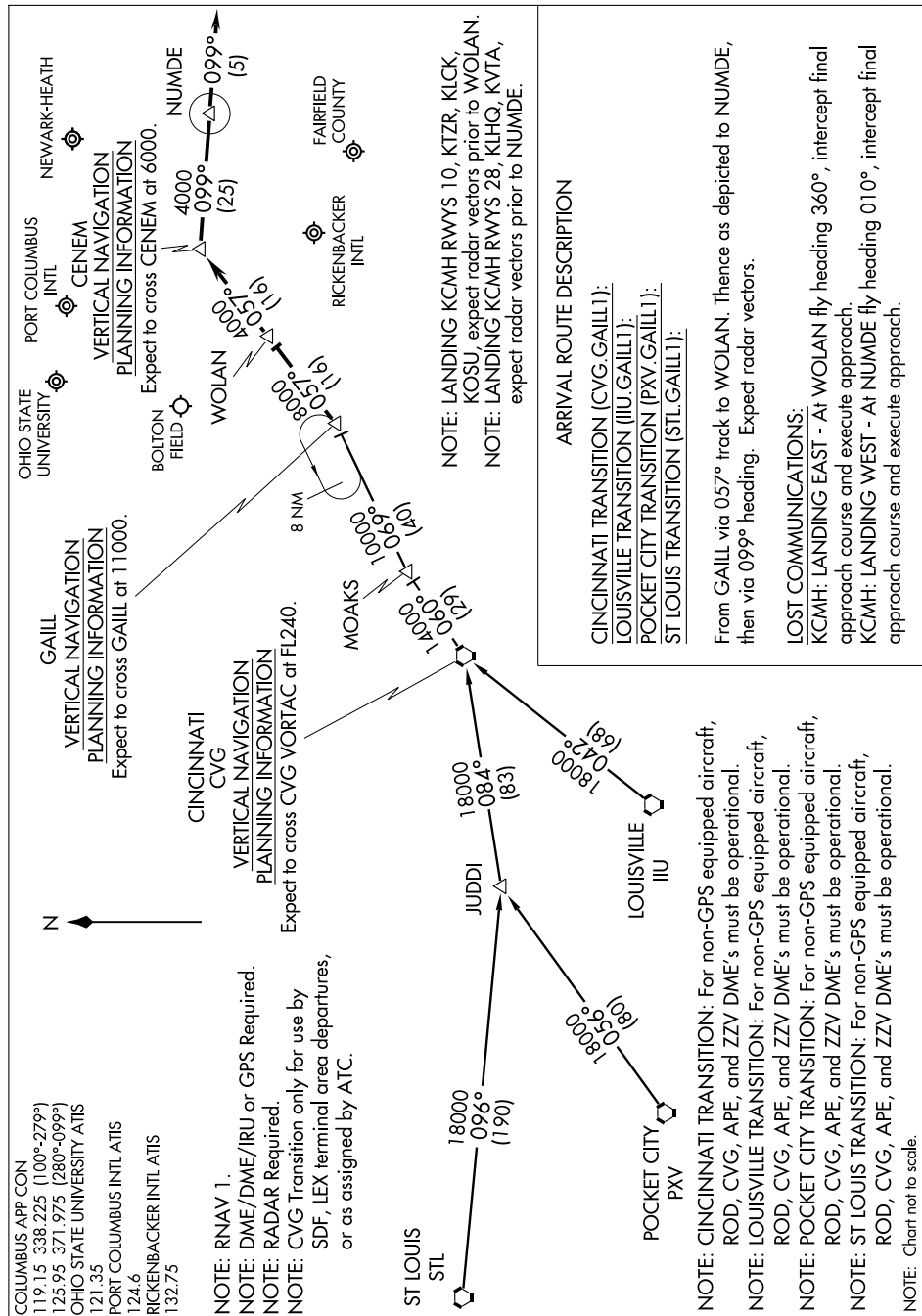
EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

GAILL ONE ARRIVAL (RNAV)

COLUMBUS, OH

EC-2, 26 AUG 2010 to 23 SEP 2010



GAILL ONE ARRIVAL (RNAV)

COLUMBUS, OH

APP CRS **272°**
 Rwy Idg **5004**
 TDZE **903**
 Apt Elev **905**

GPS RWY 27L

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

▲ NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

ATIS
121.35

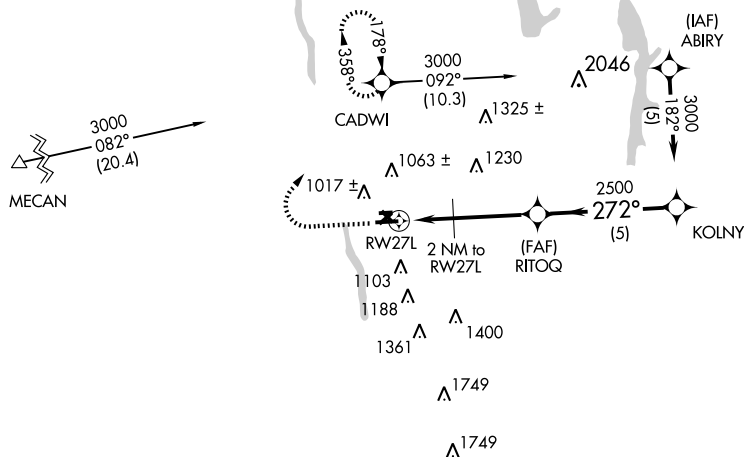
COLUMBUS APP CON
120.2 317.775

STATE TOWER*
118.8 (CTAF) 0 258.3

GND CON
121.7

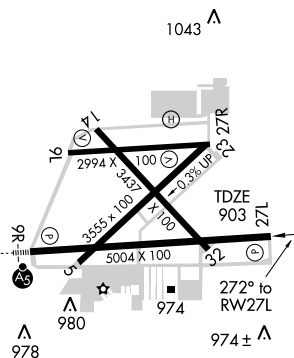
CLNC DEL
121.7

UNICOM
122.95

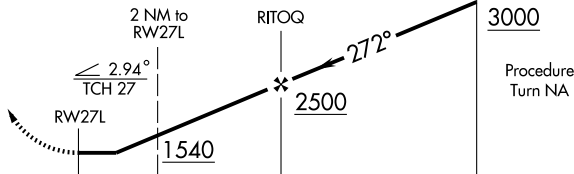
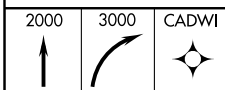


ELEV 905

D



REIL Rwy 27L
 HIRL Rwy 9R-27L
 MIRL Rwy 9L-27R, 14-32 and 5-23



CATEGORY	A	B	C	D
S-27L	1280-1 377 (400-1)			1280-1 1/4 377 (400-1 1/4)
CIRCLING	1380-1 475 (500-1)		1380-1 1/2 475 (500-1 1/2)	1460-2 555 (600-2)

COLUMBUS, OHIO

Amdt 1A 10042

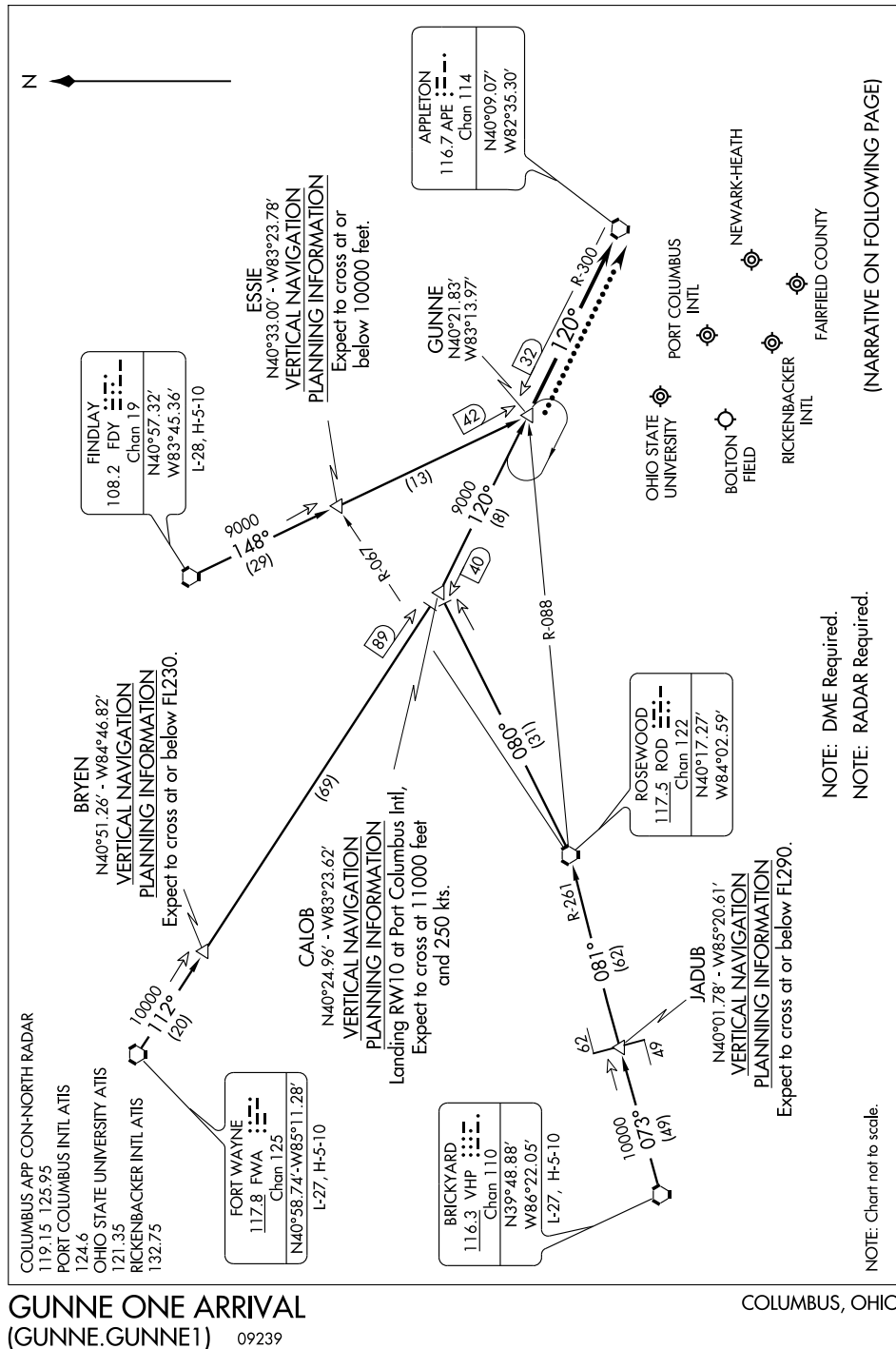
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

40°05'N - 83°04'W

GPS RWY 27L

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-OSU 108.5	APP CRS 092°	Rwy Idg TDZE Apt Elev	5004 905 905
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ILS or LOC RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)



MISSED APPROACH: Climb to 3000, then right turn direct OS LOM and hold.

ATIS
121.35

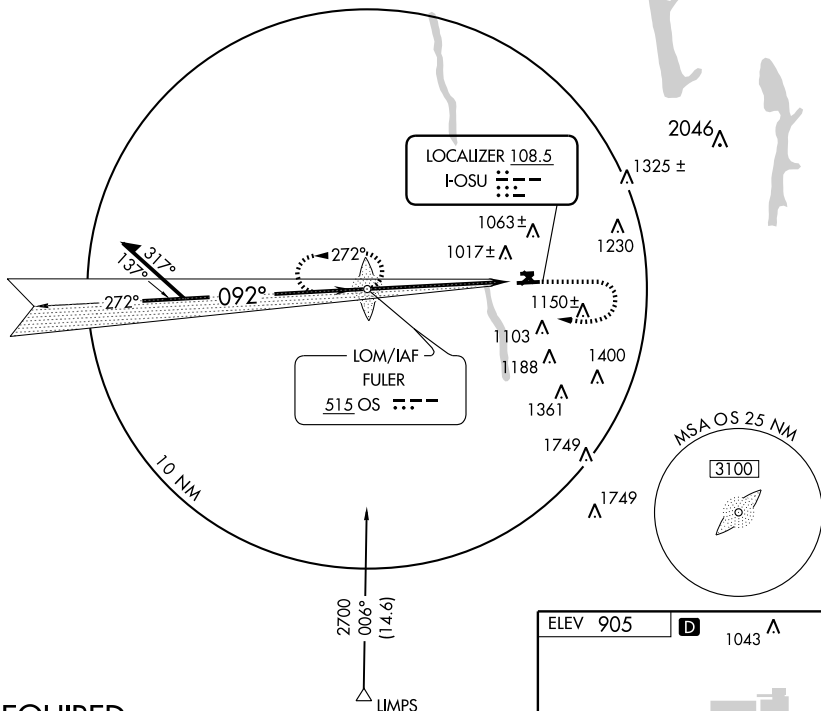
COLUMBUS APP CON
120.2 317.775

STATE TOWER ★
118.8 (CTAF) 258.3

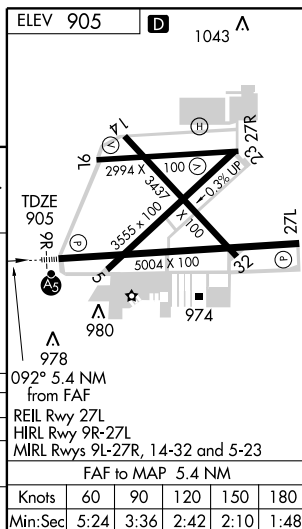
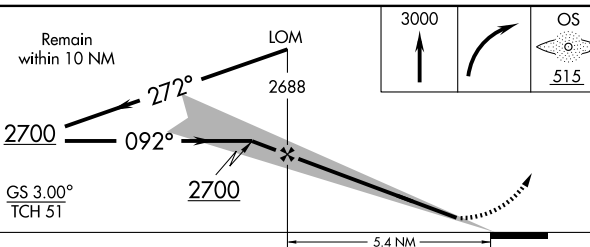
GND CON
121.7

CLNC DEL
121.7

UNICOM
122.95



ADF REQUIRED



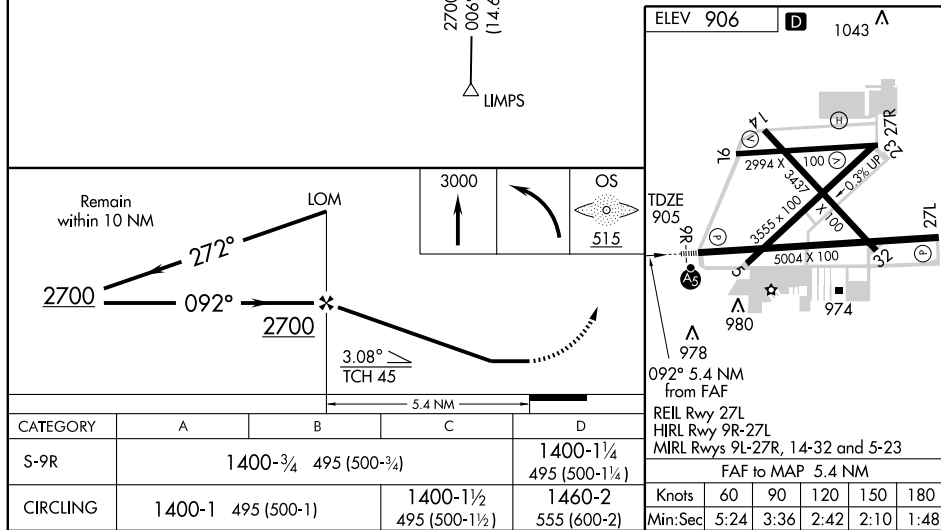
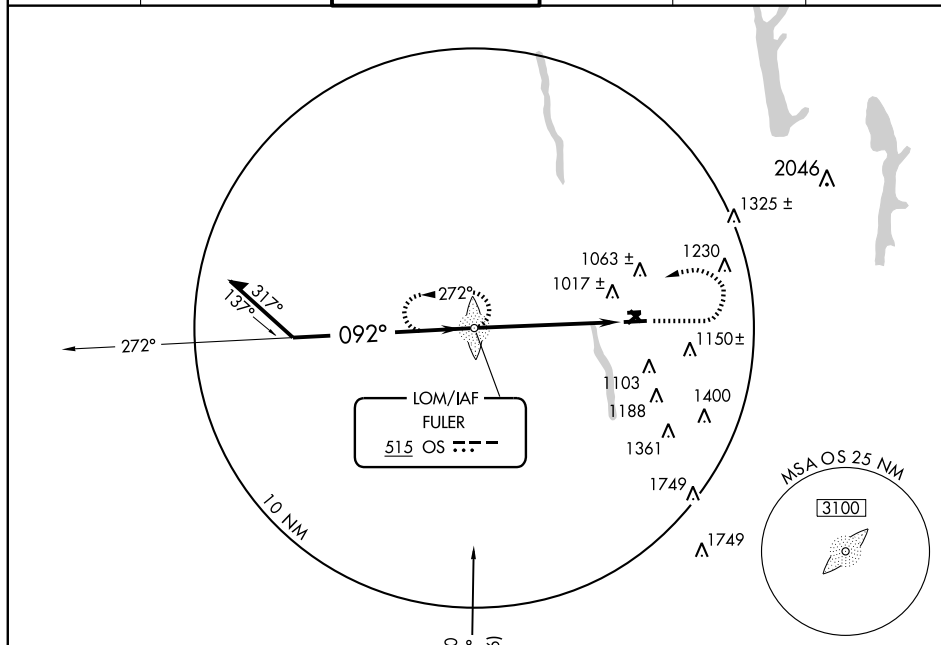
CATEGORY	A	B	C	D
S-ILS 9R		1105-1/2	200 (200-1/2)	
S-LOC 9R	1360-1/2	455 (500-1/2)	1360-3/4 455 (500-3/4)	1360-1 455 (500-1)
CIRCLING	1380-1	475 (500-1)	1380-1 1/2 475 (500-1 1/2)	1460-2 555 (600-2)

LOM OS 515	APP CRS 092°	Rwy Idg TDZE Apt Elev	5004 905 906
----------------------	------------------------	-----------------------------	---

NDB RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

			MISSED APPROACH: Climb to 3000, then left turn direct OS LOM and hold.		
ATIS 121.35	COLUMBUS APP CON 120.2 317.775	STATE TOWER* 118.8 (CTAF) 0 258.3	GND CON 121.7	CLNC DEL 121.7	UNICOM 122.95



COLUMBUS, OHIO

Amdt 2B 10042

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

40°05'N - 83°04'W

NDB RWY 9R

APP CRS 092°	Rwy Idg 5004
	TDZE 905
	Apt Elev 905

RNAV (GPS) RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

NA DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).



MISSED APPROACH: Climb to 3000 via course 092° to EGUYY WP, then left turn via 082° course to APE VORTAC and hold.

ATIS
121.35

COLUMBUS APP CON
120.2 317.775

STATE TOWER ★
118.8 (CTAF) 0 258.3

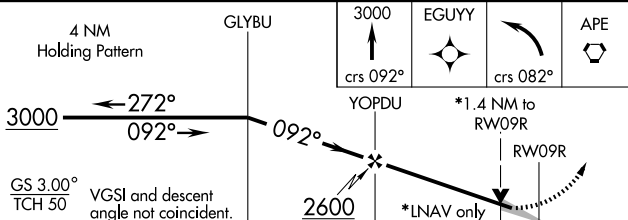
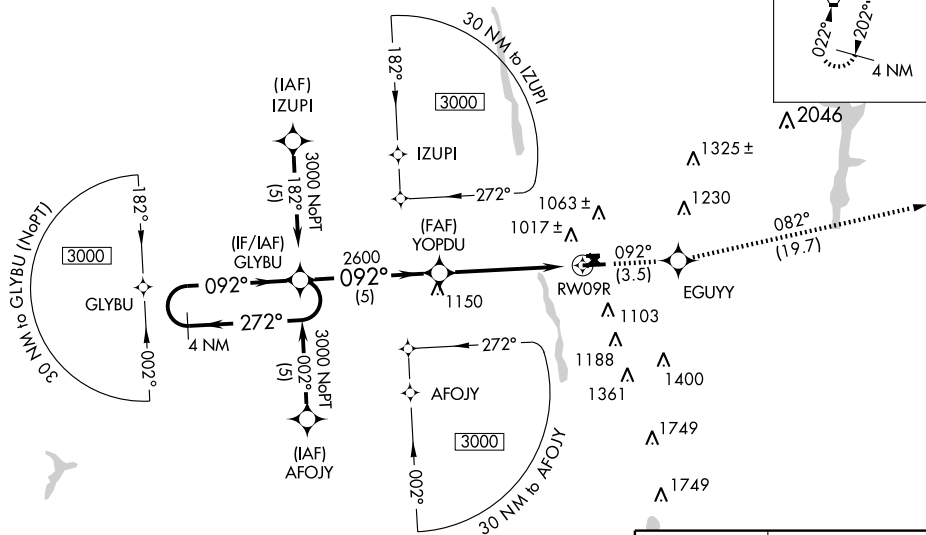
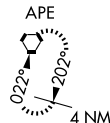
GND CON
121.7

CLNC DEL
121.7

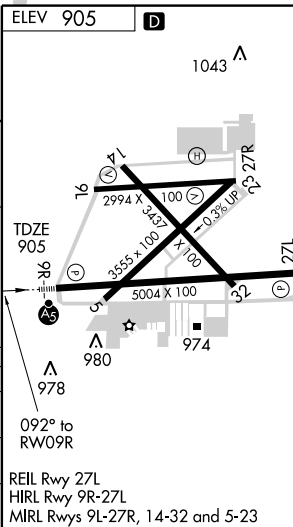
UNICOM
122.95

MISSED APCH FIX

APPLETON
APE



CATEGORY	A	B	C	D
LNNAV/ VNAV DA	1280- ³ / ₄ 375 (400- ³ / ₄)			
LNNAV MDA	1400- ¹ / ₂ 495 (500- ¹ / ₂)	1400- ³ / ₄ 495 (500- ³ / ₄)	1400-1 495 (500-1)	1400-1 495 (500-1)
CIRCLING	1400-1 ¹ / ₄ 495 (500-1 ¹ / ₄)	1400-1 ¹ / ₂ 495 (500-1 ¹ / ₂)	1460-2 555 (600-2)	1460-2 555 (600-2)



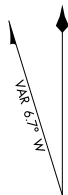
AIRPORT DIAGRAM

AL-5958 (FAA)

COLUMBUS/BOLTON FIELD (TZR)
COLUMBUS, OHIO

AWOS-3
135.925
BOLTON TOWER ★
128.1
GND CON
121.8

39°54.5'N



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

39°54.0'N

RWY 04-22
S-48, D-75, 2S-95, 2D-150

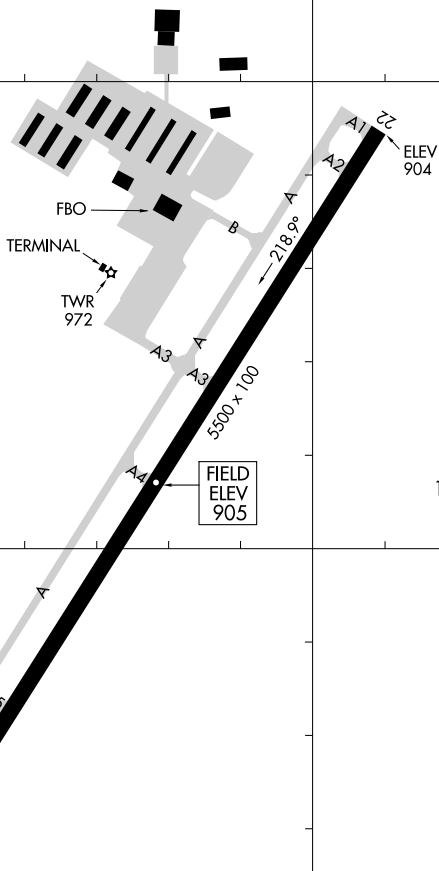
ELEV
902

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

39°53.5'N

83°08.5'W

83°08.0'W



1027
▲

EC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/BOLTON FIELD (TZR)

COLUMBUS

BOLTON FLD (TZR) 8 SW UTC-5(-4DT) N39°54.07' W83°08.22'

905 B S4 FUEL 100LL, JET A1+ OX 3 TPA-1705(800) NOTAM FILE TZR

RWY 04-22: H5500X100 (ASPH) S-48, D-75, 2S-95, 2D-150 MIRL

RWY 04: MALS. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

AIRPORT REMARKS: Attended 1200-0200Z†. Balloon and banner activity on and in/ovf arpt. Birds and deer and coyote on and in/ovf arpt. When twr clsd MIRL Rwy 04-22 preset medium ints, to increase ints—ACTIVATE MALS. Rwy 04 and REIL Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.925 (614) 878-1722. Unavbl 1230-0030Z†.

COMMUNICATIONS: CTAF 128.1

® COLUMBUS APP/DEP CON 132.3

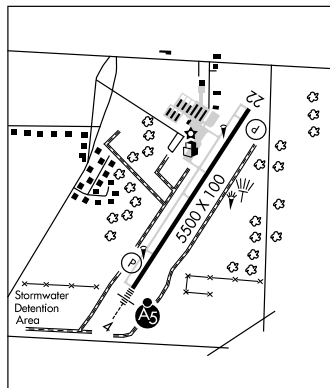
TOWER 128.1 (1230-0030Z†) GND CON 121.8

AIRSPACE: CLASS D svc 1230-0030Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 246° 29.4 NM to fld. 1350/6W. HIWAS.

BOUTN NDB (MHW/LOM) 230 BU N39°49.16' W83°12.29' 038° 5.8 NM to fld. Unmonitored when twr clsd. NDB unusable 355°-010° byd 15 NM.

ILS 111.7 I-BUZ Rwy 04 LOM BOUTN NDB. Unmonitored when twr clsd. GS unmonitored when twr clsd. LOC unusable 355°-010° byd 15 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency not monitored all times. Ctc Gnd Con 121.8 for weather 1230-0030Z†.

CINCINNATI

H-10G, L-29A

IAP, AD

COLUMBUS SOUTHWEST (Ø41) 11 SW UTC-5(-4DT) N39°54.67' W83°11.33'

CINCINNATI

920 B NOTAM FILE DAY

RWY 06-24: 2382X120 (TURF) LIRL

RWY 06: Trees. RWY 24: Bldg.

AIRPORT REMARKS: Attended 1400-2200Z†. Rwy 06-24 undulating surface; rwy soft when wet; check NOTAMS or call arpt manager at 614-878-4080. Helicopters, acft towing banners and ultralights use rgt tfc. Rwy 06-24 has soft spots. For LIRL Rwy 06-24 and rotating bcn call 614-878-4080. Rwy 06-24 NSTD LIRL; Rwy 06-24 NSTD LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9**DARBY DAN** (616) 10 W UTC-5(-4DT) N39°56.52' W83°12.29'

CINCINNATI

928 B FUEL 100LL, JET A NOTAM FILE DAY

RWY 09-27: H5892X75 (ASPH) MIRL

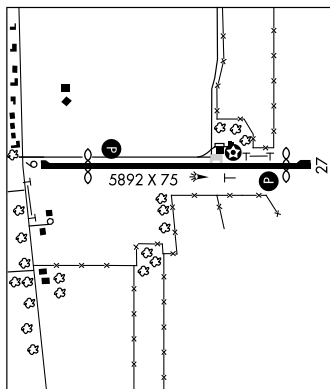
RWY 09: REIL. PAPI(P4L). Thld dspcd 1343'. Tree.

RWY 27: REIL. PAPI(P4L). Thld dspcd 543'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. Prior arrangement for Sat-Sun call 614-853-2400. Rwy 09 PAPI OTS indef. Rwy 27 PAPI OTS indef. ACTIVATE MIRL Rwy 09-27; rotating bcn; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF. Rwy 09 and Rwy 27 REILS OTS indef. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 252° 31.1 NM to fld. 1350/6W. HIWAS.



CINCINNATI

H-10G, L-29A

DEPARTMENT OF TRANSPORTATION HELIPORT (2A7) 0 W UTC-5(-4DT)

CINCINNATI

N39°57.59' W83°02.65'

715 NOTAM FILE DAY

HELIPAD H1: H40X40 (ASPH)

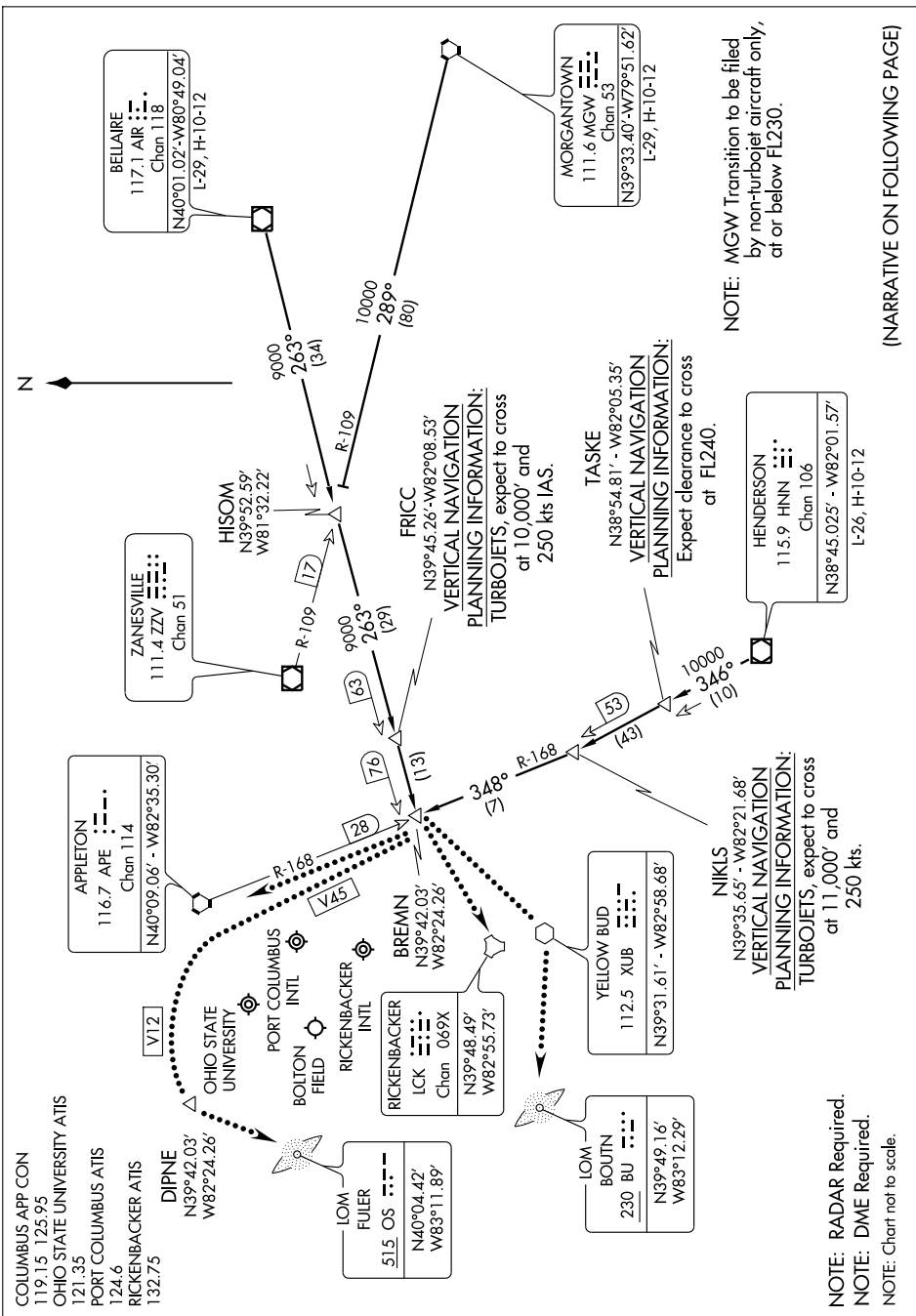
HELIPORT REMARKS: Attended continuously.**COMMUNICATIONS:** CTAF 122.9

BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.

LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.

LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 26 AUG 2010 to 23 SEP 2010

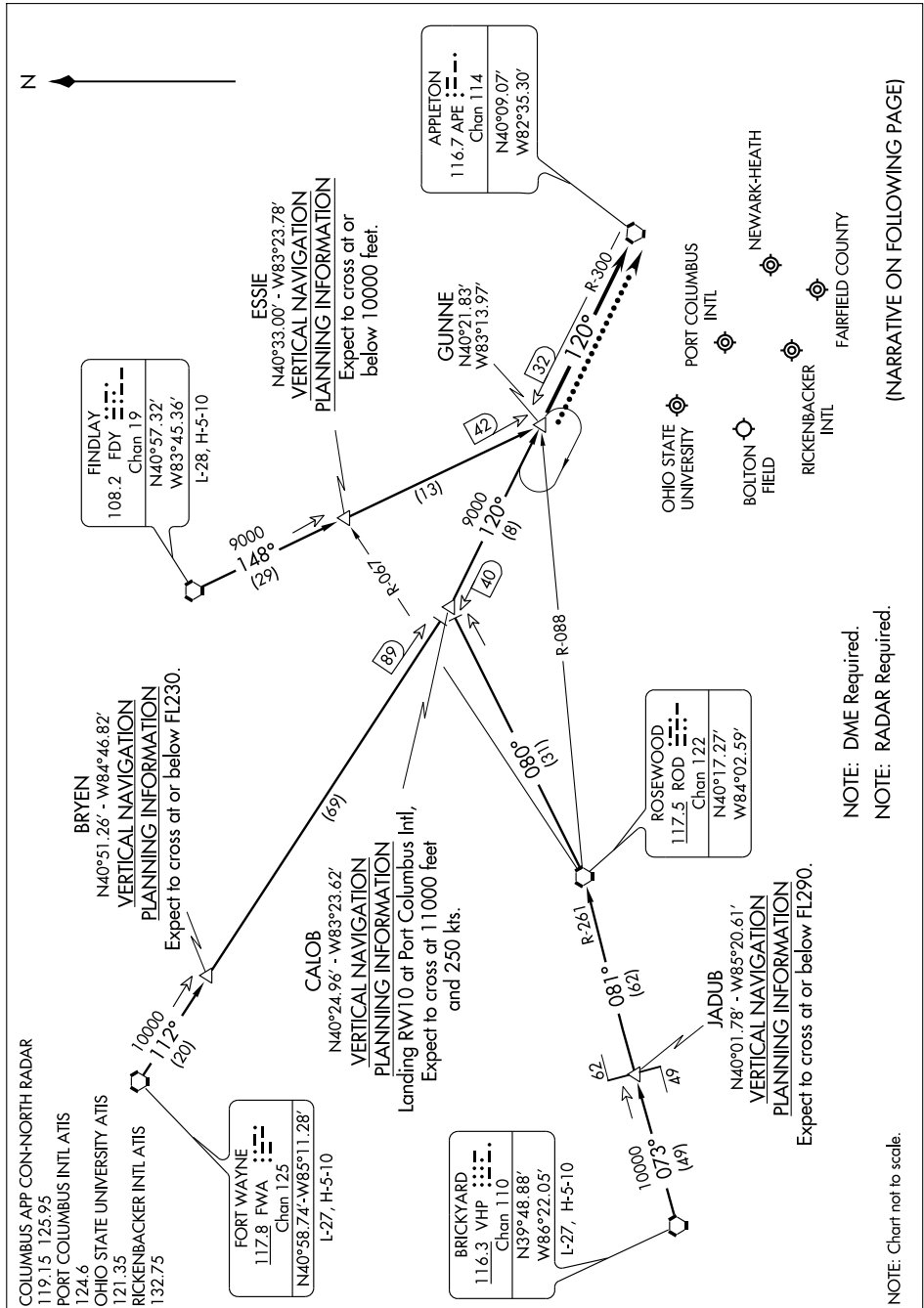
EC-2, 26 AUG 2010 to 23 SEP 2010

(GUNNE.GUNNE1) 09239
GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME Required.
NOTE: RADAR Required.

EC-2, 26 AUG 2010 to 23 SEP 2010

(GUNNE.GUNNE1) 09239
GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-BUZ 111.7	APP CRS 037°	Rwy Idg TDZE Apt Elev	5500 905 905
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ILS or LOC RWY 4

COLUMBUS/BOLTON FIELD (TZR)

ADF Required. When local altimeter setting not received use Port Columbus altimeter setting and increase DA to 1147 and all MDA 60 feet.	MALSR AS	MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.
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AWOS-3 135.925	COLUMBUS APP CON 132.3 279.6	BOLTON TOWER ★ 128.1 (CTAF) 0	GND CON 121.8
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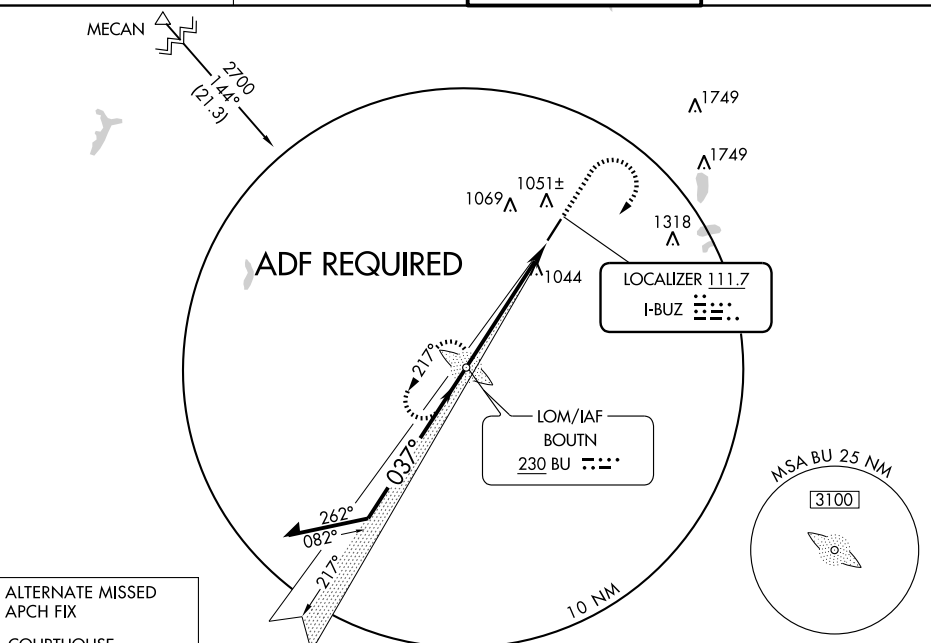
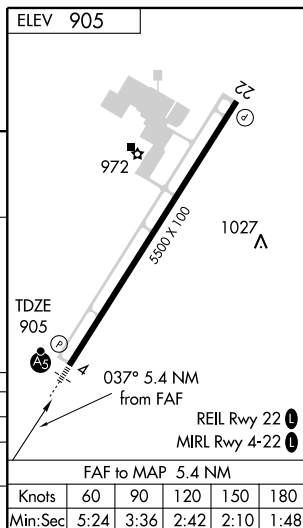


Diagram illustrating a flight path or navigation scenario. The path starts at a heading of 2700, turns 217° to a heading of 2682 (LOM), then turns 037° to a heading of 2700. The path is labeled "Remain within 10 NM". A shaded area indicates a "VGSI and ILS glidepath not coincident" region. The distance between the start of the 037° turn and the end of the shaded area is 5.4 NM. The path ends at a heading of 2700.

CATEGORY	A	B	C	D
S-ILS 4	1105-½ 200 (200-½)			
S-LOC 4	1340-½ 435 (500-½)	1340-¾ 435 (500-¾)	1340-1 435 (500-1)	
CIRCLING	1420-1 515 (600-1)	1420-1½ 515 (600-1½)	1460-2 555 (600-2)	

CATEGORY	A	B	C	D
S-ILS 4	1105-½ 200 (200-½)			
S-LOC 4	1340-½ 435 (500-½)	1340-¾ 435 (500-¾)	1340-1 435 (500-1)	
CIRCLING	1420-1 515 (600-1)	1420-1½ 515 (600-1½)	1460-2 555 (600-2)	



LOM BU 230	APP CRS 038°	Rwy Idg TDZE Apt Elev	5500 905 905
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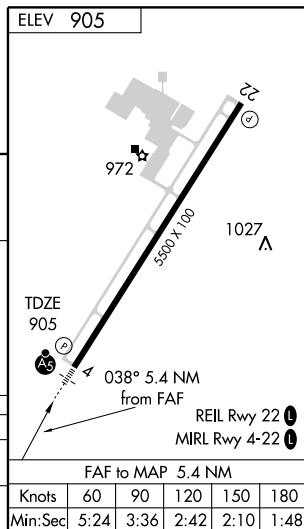
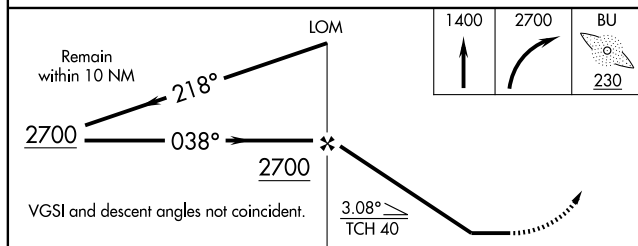
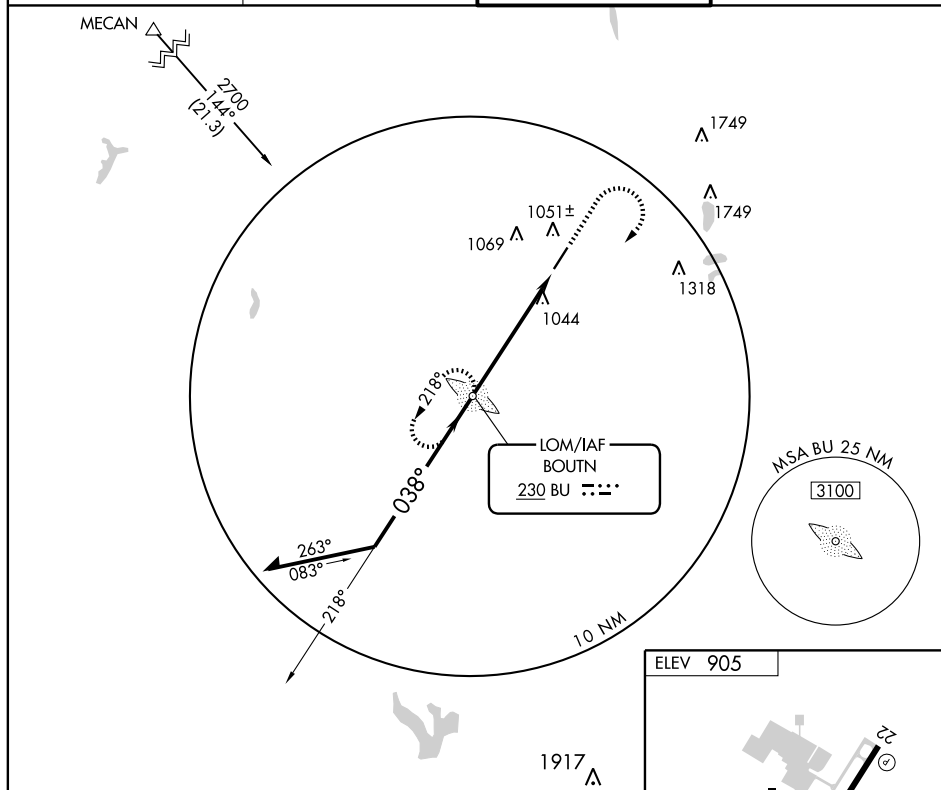
When local altimeter setting not received use Port Columbus
altimeter setting and increase all MDA 60 feet and increase
S-4 Cat C/D visibility ¼ mile.

MALSR



MISSED APPROACH: Climb to 1400
then climbing right turn to 2700 direct
BU LOM and hold.

AWOS-3 135.925	COLUMBUS APP CON 132.3 279.6	BOLTON TOWER ★ 128.1 (CTAF) 0	GND CON 121.8
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CATEGORY	A	B	C	D
S-4	1400-¾	495 (500-¾)		1400-1¼ 495 (500-1¼)
CIRCLING	1420-1	515 (600-1)	1420-1½ 515 (600-1½)	555 (600-2)

WAAS CH 90505 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5500 905 905
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RNAV (GPS) RWY 4

COLUMBUS/BOLTON FIELD (TZR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile Cats A/B/C, LNAV Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Port Columbus altimeter setting. For inoperative MALSR increase LNAV/VNAV Cat D visibility to 1.

MALSR



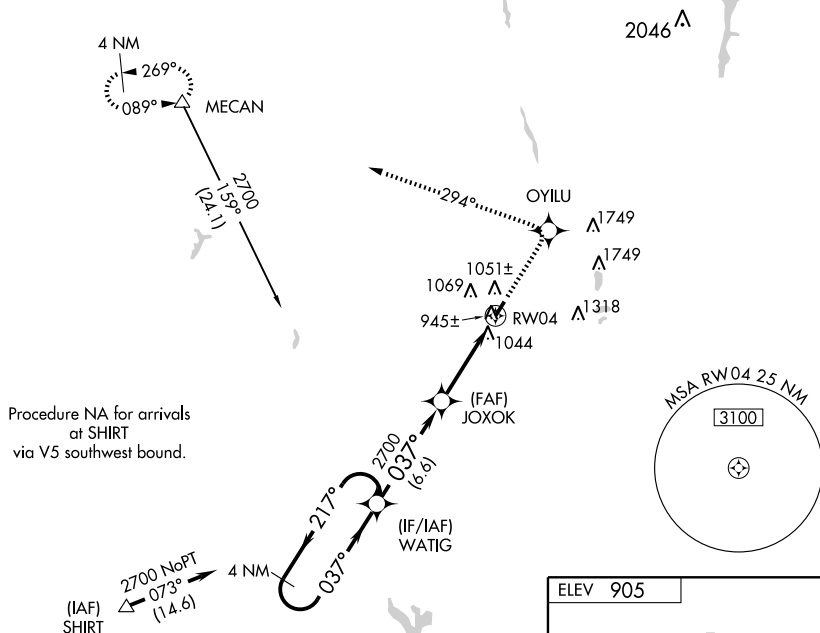
MISSED APPROACH:
Climb to 3000 direct OYILU and left turn via 294° track to MECAN and hold..

AWOS-3
135.925

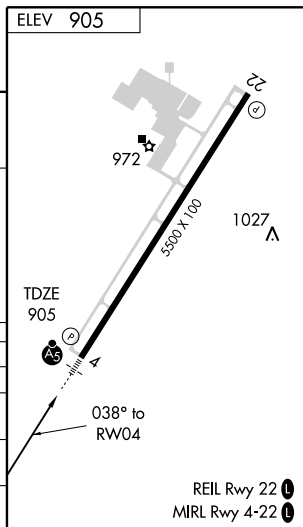
COLUMBUS APP CON
132.3 279.6

BOLTON TOWER ★
128.1 (CTAF) 0

GND CON
121.8



CATEGORY		A		B		C		D	
LPV DA				1105-½		200 (200-½)			
LNAV/VNAV DA				1195-½		290 (300-½)		1195-¾	
LNAV MDA		1360-½		455 (500-½)		1360-¾		455 (500-1)	
CIRCLING		1420-1		515 (600-1)		1420-1½		515 (600-1½)	
						1460-2		555 (600-2)	



CONCORD AIRPARK (See PAINESVILLE)**COSHOCTON****RICHARD DOWNING** (I4Ø) 3 N UTC-5(-4DT) N40°18.55' W81°51.20'**DETROIT**979 B **FUEL** 100LL, JET A NOTAM FILE CLE**L-29B****RWY 04-22:** H4099X75 (ASPH) S-30, D-35 MIRL**IAP****RWY 04:** PAPI(P2L)—GA 3.5°. Trees. **RWY 22:** REIL. PAPI(P2L).**AIRPORT REMARKS:** Attended May-Oct 1300-0100Z†, Nov-Apr 1300-2200Z†. Deer on and invof arpt. Rwy 22 REIL

OTS indef. PAPI Rwy 04 and 22 opr continuously. ACTIVATE MIRL Rwy 04-22—122.9.

WEATHER DATA SOURCES: AWOS-3 118.875 (740) 295-7370.**COMMUNICATIONS:** CTAF/UNICOM 123.0**® INDIANAPOLIS CENTER APP/DEP CON** 124.45**RADIO AIDS TO NAVIGATION:** NOTAM FILE ZZV.**ZANESVILLE (L) VOR/DME** 111.4 ZZV Chan 51 N39°56.45' W81°53.56' 011° 22.2 NM to fld. 900/6W.**COURT HOUSE** N39°36.05' W83°23.50' NOTAM FILE DAY.**CINCINNATI****NDB (MHW)** 414 CSS 222° 2.3 NM to Fayette Co. NDB unusable 115°-165° byd 20 NM.**L-29A**

APP CRS 224°	Rwy Idg TDZE 979 Apt Elev 979
------------------------	---

GPS RWY 22

COSHOCKTON/RICHARD DOWNING (I40)

NA When local altimeter setting not received, use Zanesville altimeter setting.
VDP NA with Zanesville altimeter setting

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BEDDE WP and hold.

AWOS-3
118.875

INDIANAPOLIS CENTER
124.45 370.9

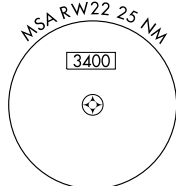
UNICOM
123.0 (CTAF)

122.9 **0**

TIVERTON



3000
099°
(18.8)



△ 1623 ±

1379 ±

△

(FAF) IRACU

RW22

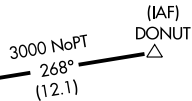
△ 1464



(IAF) BEDDE

224°

(5)



(IAF) DONUT

△

△ 1747 ±

3000

327°

(17)

NEWCOMERSTOWN

CTW

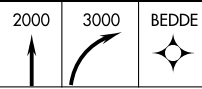
ELEV 979

224° to RW22

TDZE 979

APP X 75

△



BEDDE

IRACU

2 NM to RW22

RW22

2400

224°

2

3 NM

5 NM

BEDDE

One Minute Holding Pattern

044°

224°

3000

CATEGORY	A	B	C	D
S-22	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1640-2 661 (700-2)
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1820-2¾ 841 (900-2¾)

ZANESVILLE ALTIMETER SETTING MINIMUMS

S-22	1700-1	721 (800-1)	1700-2 721 (800-2)	1700-2¼ 721 (800-2¼)
CIRCLING	1700-1	721 (800-1)	1700-2 721 (800-2)	1880-3 901 (1000-3)

REIL Rwy 22

MIRL Rwy 4-22 **0**

COSHOCKTON, OHIO

Orig-A 26AUG10

COSHOCKTON/RICHARD DOWNING (I40)

40°19'N-81°51'W

GPS RWY 22

VOR/DME ZZZV
111.4
Chan 51

APP CRS
011°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
979

VOR or GPS-A

COSHOCTON/ RICHARD DOWNING (I40)

▼ Obtain local altimeter setting on CTAF; when
▲ NA not recieved, use Zanesville altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn via ZZZV R-011 to CYCLO Int and hold.

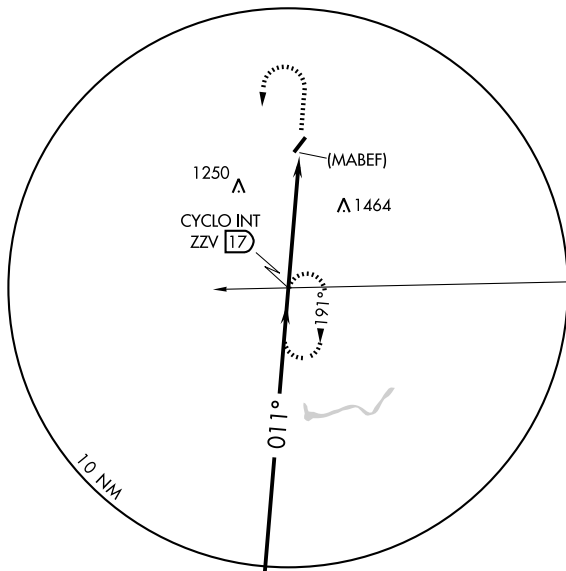
AWOS-3
118.875

INDIANAPOLIS CENTER
124.45 370.9

UNICOM
123.0 (CTAF)

122.9 0

1747 ± 1



NEWCOMERTOWN
111.8 CTW
Chan 55

R-276

MSA ZZZV 25 NM

2600

IAF
ZANESVILLE
111.4 ZZZV
Chan 51

ELEV 979

VOR/DME
Procedure Turn
N/A

CYCLO INT
ZZV 17

2700

ZZV R-011
111.4

CYCLO INT

2700 011° 2700

(MABEF)
ZZV 21.9

17 NM 4.9 NM

CATEGORY

A

B

C

D

CIRCLING

1720-1

1720-1¼

1720-2¼

1720-2½

741 (800-1)

741 (800-1¼)

741 (800-2¼)

741 (800-2½)

ZANESVILLE ALTIMETER SETTING MINIMUMS

CIRCLING

1780-1

1780-1¼

1780-2¼

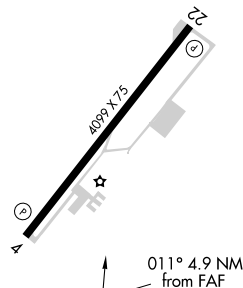
1780-2½

801 (900-1)

801 (900-1¼)

801 (900-2¼)

801 (900-2½)



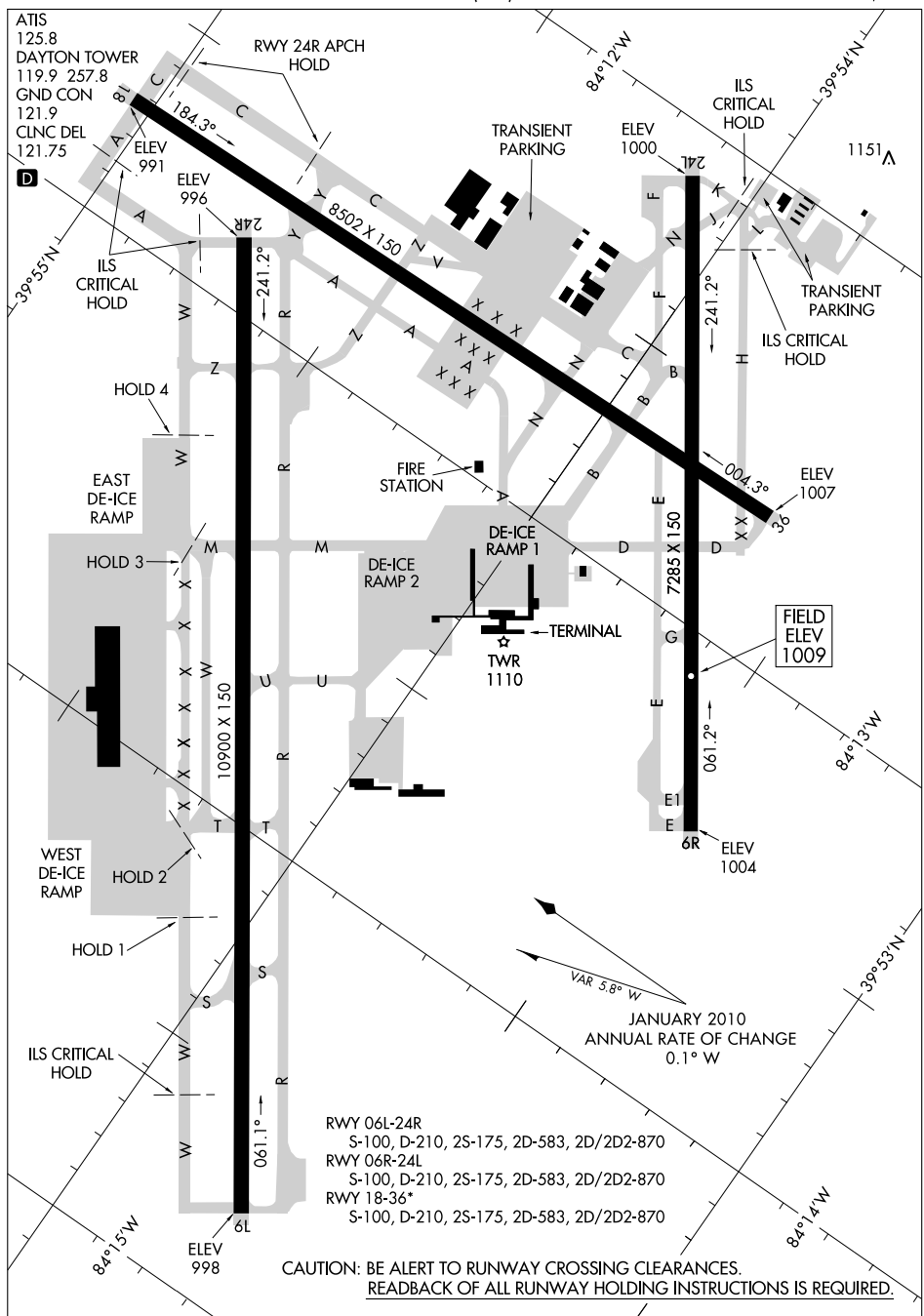
REIL Rwy 22
MIRL Rwy 4-22 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

AIRPORT DIAGRAM

DAYTON / JAMES M. COX-DAYTON INTL (DAY)
DAYTON, OHIO



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

DAYTON, OHIO
DAYTON / JAMES M. COX-DAYTON INTL (DAY)

JAMES M COX DAYTON INTL (DAY) 9 N UTC-5(-4DT) N39°54.14' W84°13.16'

CINCINNATI

1009 B S4 FUEL 100, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE DAY

H-10G, L-27E

RWY 06L-24R: H10900X150 (ASPH-CONC-GRVD) S-100, D-210, 2S-175, 2D-583, 2D/2D2-870

IAP, AD

HIRL CL

RWY 06L: ALSF2. TDZL.

RWY 24R: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 18-36: H8502X150 (ASPH-CONC-GRVD) S-100, D-210, 2S-175, 2D-583, 2D/2D2-870 HIRL

RWY 18: MALSR. Trees.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 46'. Trees.

RWY 06R-24L: H7285X150 (CONC) S-100, D-210, 2S-175, 2D-583, 2D/2D2-870 HIRL

RWY 06R: REIL. PAPI(P4L)—GA 3.0°. TCH 52'. Tree.

RWY 24L: MALSR. PAPI(P4L)—GA 3.0°. TCH 51'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 06R: TORA-7000 TODA-7000 ASDA-7000 LDA-7000

RWY 24L: TORA-7000 TODA-7000 ASDA-7000 LDA-7000

AIRPORT REMARKS: Attended continuously. Deer, coyotes, birds and waterfowl on and in vicinity of airport. First 1400' Rwy 24R concrete. First 1500' of Rwy 18 concrete. Rwy 36 VASI OTS indef. Class I, ARFF Index C. ARFF index E avbl with 24 hrs notice; call airport operations 937-454-8299. Twy H closed between Twy D and Rwy 18-36 indef. Twy C between Twy N and Twy V not avbl for air carrier ops. Twy K, Twy H and Twy J not avbl for group IV and higher aircraft. Terminal ramp is a non-movement area. Runups prohibited in Rwy 24L holding area. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (937) 454-7845. HIWAS 114.5 DQN. TDWR.

COMMUNICATIONS: ATIS 125.8 UNICOM 122.95
DAYTON RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

Ⓡ DAYTON APP/DEP CON 118.85 126.45 (091°-180°) 134.45 (181°-359°) 118.425 (360°-090°) 118.0 126.5
DAYTON TOWER 119.9 GND CON 121.9 CLNC DEL 121.75

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99' W84°23.81' 131° 10.7 NM to fld. 990/1W. HIWAS.

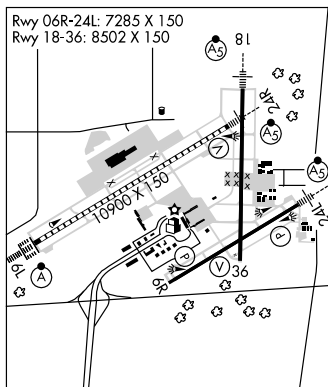
BRUNY NDB (LOM) 315 AT N39°50.82' W84°20.09' 062° 6.3 NM to fld.

ILS/DME 108.3 I-DAY Chan 20 Rwy 18.

ILS 108.9 I-ATD Rwy 06L. LOM BRUNY NDB.

ILS 110.3 I-EGK Rwy 24L.

ILS/DME 111.9 I-VUQ Chan 56 Rwy 24R. Class IE. ASR



MORaine AIR PARK (I73) 4 SW UTC-5(-4DT) N39°40.95' W84°14.58'

CINCINNATI

720 FUEL 100LL NOTAM FILE DAY

L-27E

RWY 08-26: H3500X65 (ASPH) MIRL

RWY 08: Thld displcd 558'. Dike.

RWY 26: Thld displcd 136'. Dike.

AIRPORT REMARKS: Attended daylight hours. PAEW adjacent twys.

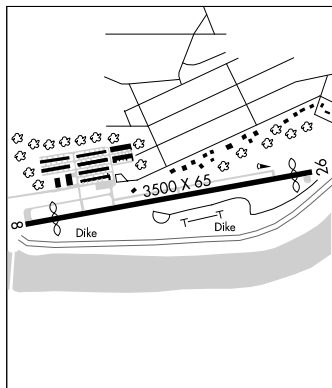
WEATHER DATA SOURCES: HIWAS 114.5 DQN.

COMMUNICATIONS: CTAF/UNICOM 122.7

DAYTON APP/DEP CON 126.5 (091°-180°)

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

SPRINGFIELD (T) VOR/DME 113.2 SGH Chan 79 N39°50.19' W83°50.70' 248° 20.6 NM to fld. 1047/4W.

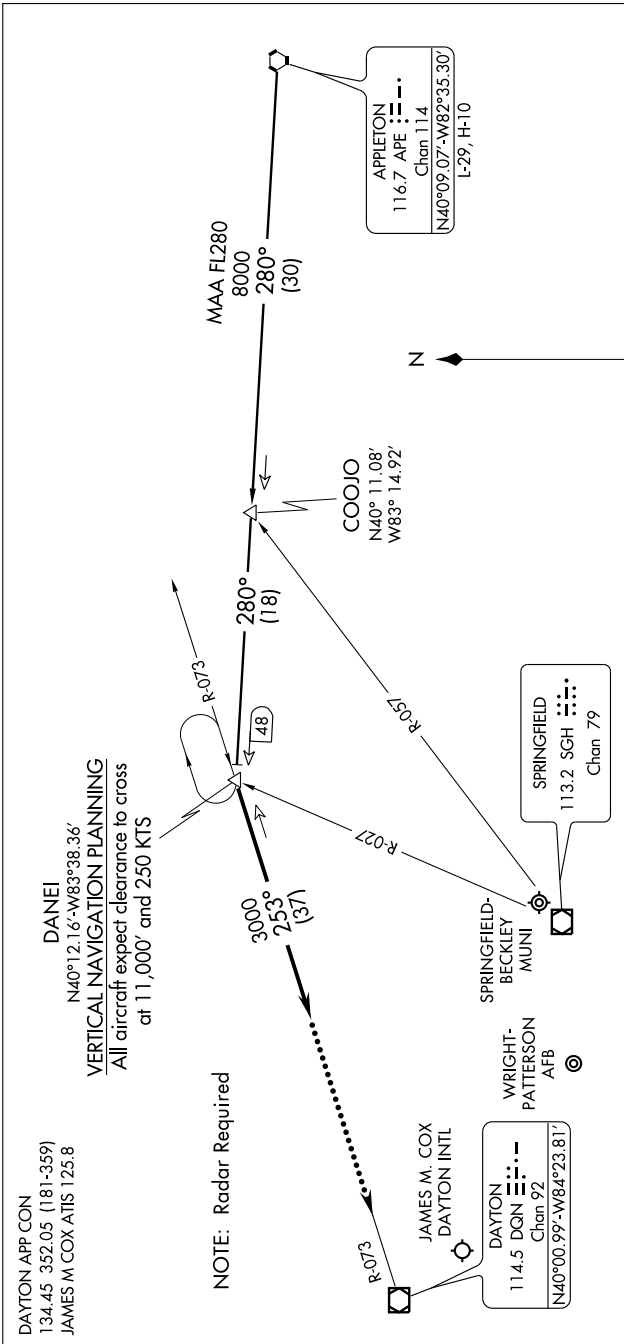


DANEI TWO ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

In the event of lost communications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.



NOTE: Chart not to scale.

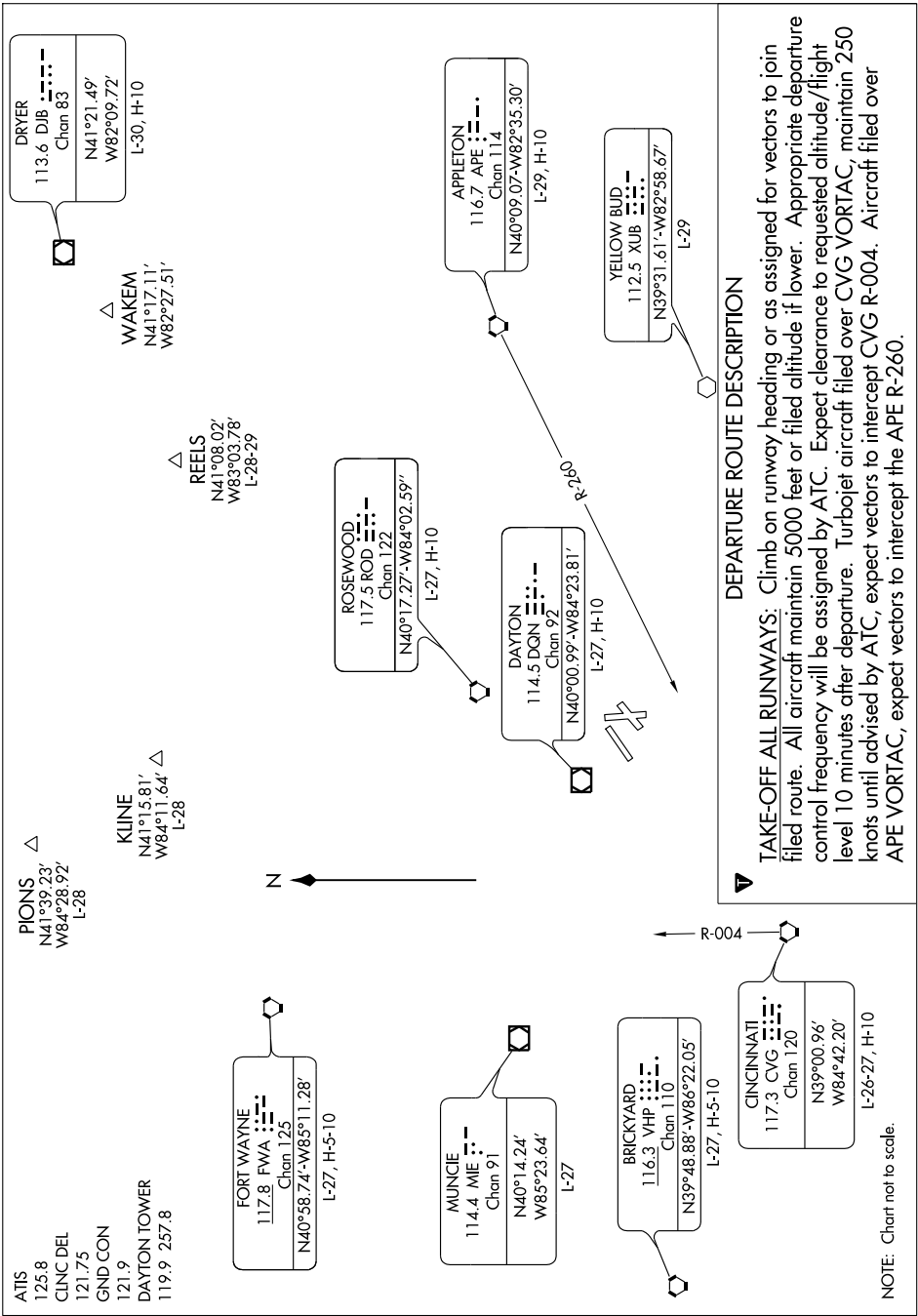
DANEI TWO ARRIVAL

DAYTON, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

DAYTON FOUR DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

DAYTON FOUR DEPARTURE

LOC I-ATD 108.9	APP CRS 061°	Rwy Idg TDZE Apt Elev	10900 998 1009
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ILS or LOC RWY 6L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

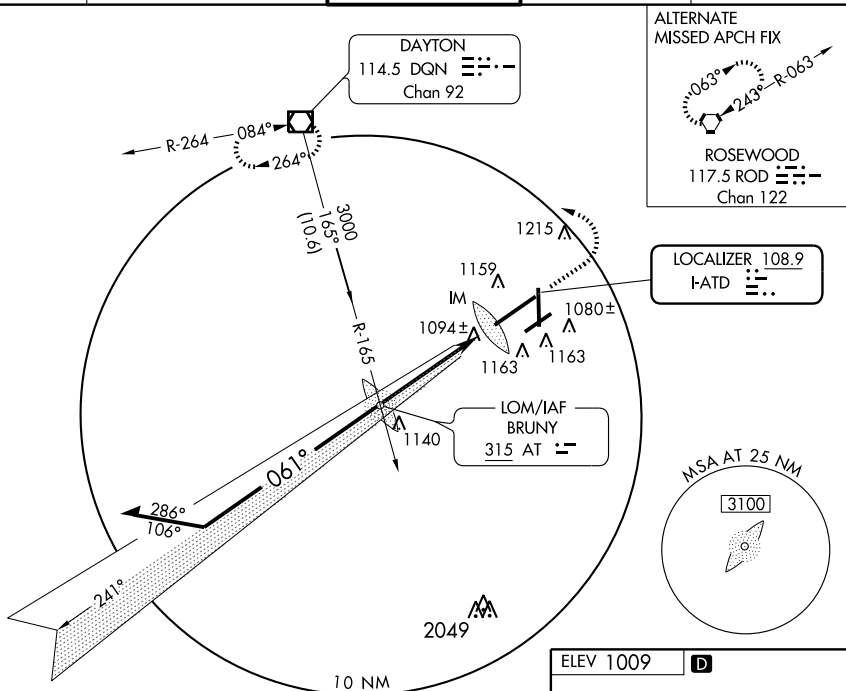
ATIS
125.8

DAYTON APP CON
134.45 352.05

DAYTON TOWER
119.9 257.8

GND CON
121.9

CLNC DEL
121.75



ADF or RADAR REQUIRED

Remain
within 10 NM

BRUNY LOM/INT

2000

3000

DQN

VGSI and ILS glider-path not coincident.

GS 3.00°
TCH 51

2700

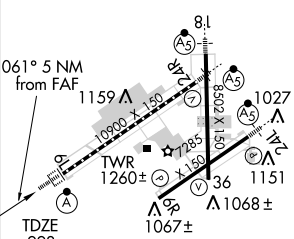
4.9 NM

0.2

CATEGORY	A	B	C	D
S-ILS 6L	1198/18 200 (200-½)			
S-LOC 6L	1380/24 382 (400-½)			1380/40 382 (400-¾)
CIRCLING	1560-1 551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	

ELEV 1009

D



HIRL all Rws

TDZ/CL Rwy 6L

REIL Rws 6R and 36

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC I-DAY 108.3 Chan 20	APP CRS 183°	Rwy Idg TDZE Apt Elev	8502 995 1009
---	------------------------	-----------------------------	--

ILS or LOC RWY 18

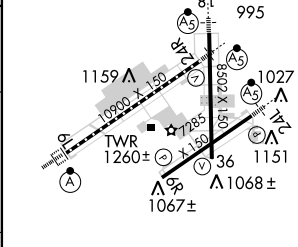
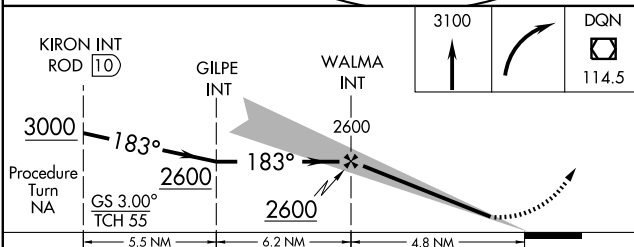
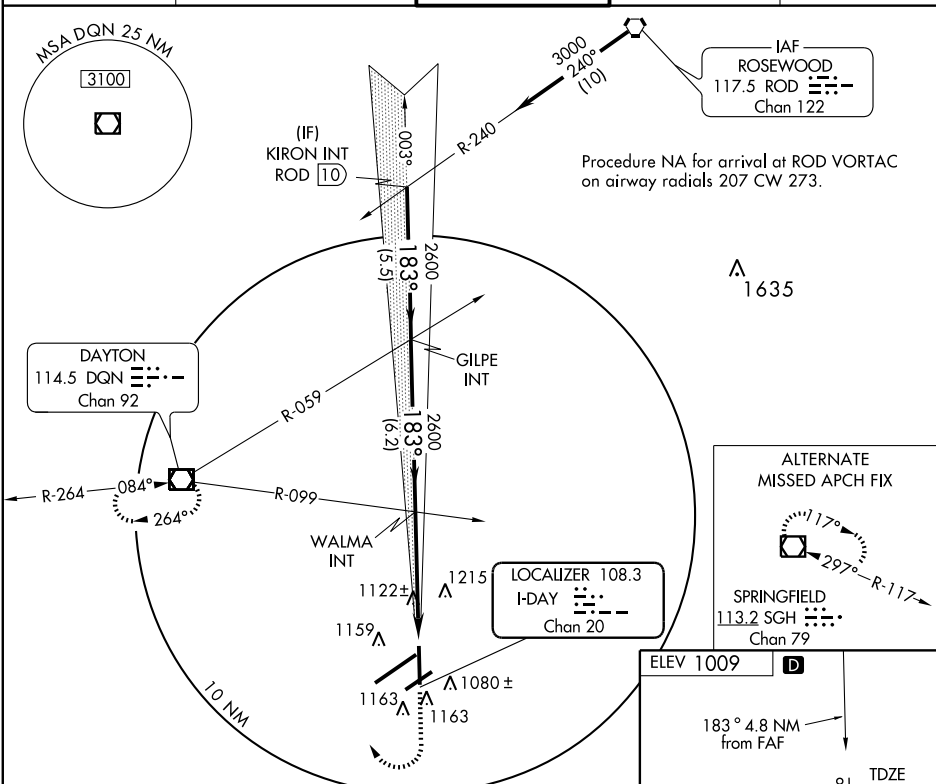
DAYTON/JAMES M. COX DAYTON INTL (DAY)

▼ **ASR** * RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3100 then right turn direct DQN VOR/DME and hold.

ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
----------------------	--	------------------------------------	-------------------------	---------------------------



CATEGORY	A	B	C	D
S-ILS 18		*1195/24 200 (200-½)		
S-LOC 18		1380/24 385 (400-½)		
			1380/40 385 (400-¾)	
CIRCLING	1560-1 551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	

HIRL all Rwys					
TDZ/CL Rwy 6L					
REIL Rwys 6R and 36					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-EGK	APP CRS	Rwy Idg	7000
<u>110.3</u>	239°	TDZE	1006
		Apt Elev	1009

ILS or LOC RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

T ASR *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

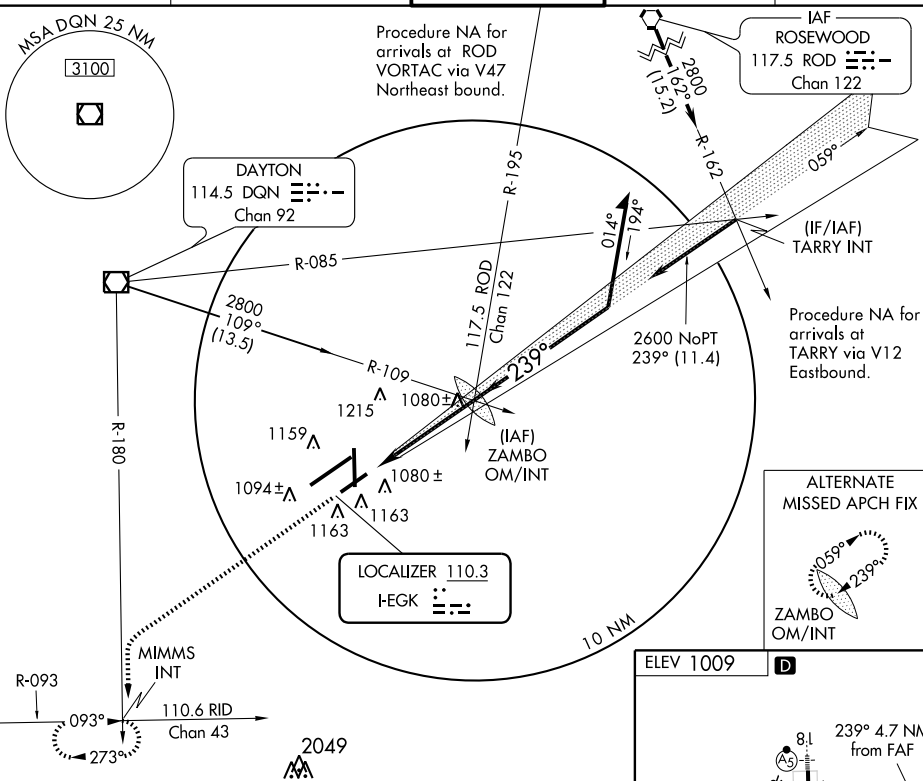
MISSED APPROACH: Climb to 3000 via heading 239° and DQN VOR/DME R-180 to MIMMS Int and hold.

ATIS
125.8

DAYTON APP CON
134.45 352.05

DAYTON TOWER
119.9 257.8

GND CON
121.9

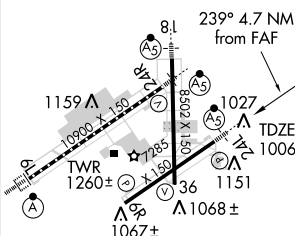
CLNC DEL
121.75

ALTERNATE
MISSED APCH FIX



ELEV 1009

D



HIRL all Rwy's
TDZ/CL Rwy 6L
REIL Rwy's 6R and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DAYTON, OHIO
Amdt 9 10154

DAYTON/JAMES M. COX DAYTON INTL (DAY)

ILS or LOC RWY 24L

EC-2, 26 AUG 2010 to 23 SEP 2010

FEC-2. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-VUQ
111.9
Chan **56**

APP CRS
239°

Rwy Idg	10900
TDZE	997
Apt Elev	1009

ILS or LOC RWY 24R
DAYTON/JAMES M. COX DAYTON INTL (DAY)

T * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

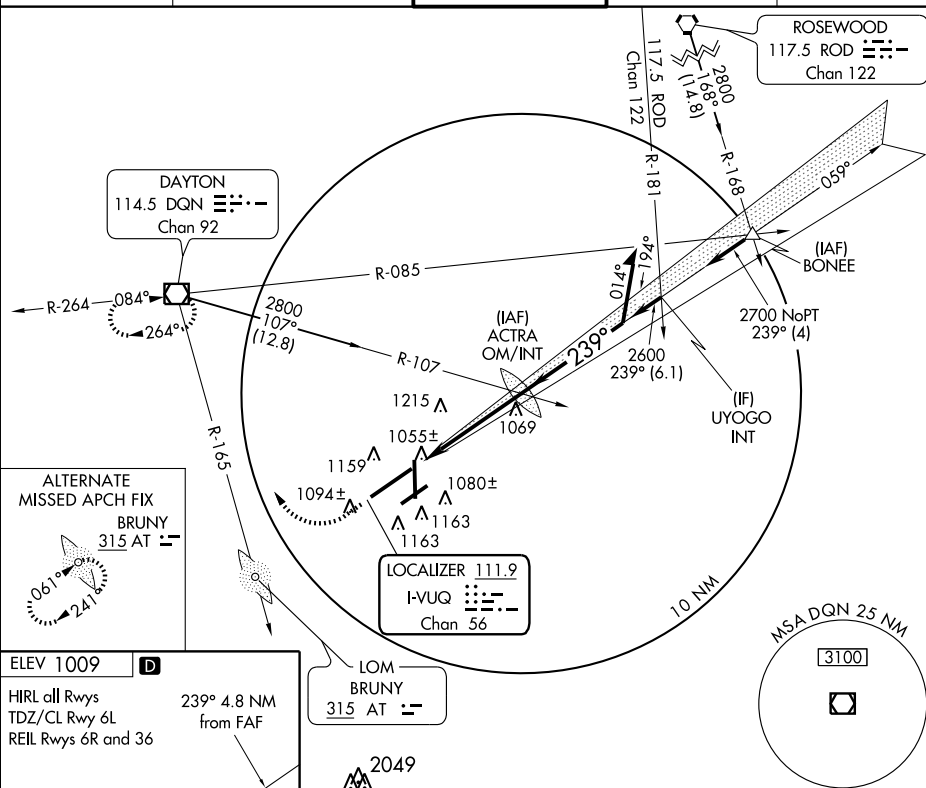
ATIS
125.8

DAYTON APP CON
134.45 352.05

DAYTON TOWER
119.9 257.8

GND CON
121.9

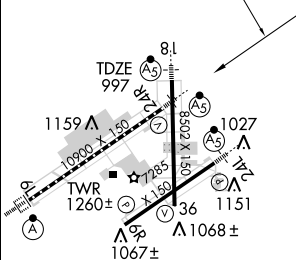
CLNC DEL
121.75



ELEV 1009

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

239° 4.8 NM
from EAE



EAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

DAYTON, OHIO
Amdt 8 10154

2049

3000

DQN

 114.5

ACTRA
OM/INT

Remain
within 10 NM

239° 2800
GS 3.00°
TCH 55
2600 Disregard DME indications.

CATEGORY	A	B	C	D
S-ILS 24R	*1197/24 200 (200-½)			
S-LOC 24R	1400/24	403 (400-½)	1400/40	403 (400-¾)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

DAYTON/JAMES M. COX DAYTON INTL (DAY)

ILS or LOC RWY 24R

39°54'N - 84°13'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

LOC I-ATD	APP CRS	Rwy Idg	10900
<u>108.9</u>	061°	TDZE	998
		Apt Elev	1009

ILS RWY 6L (CAT III)

DAYTON/JAMES M. COX DAYTON INTL (DAY)

T
ASR

ALSF-2

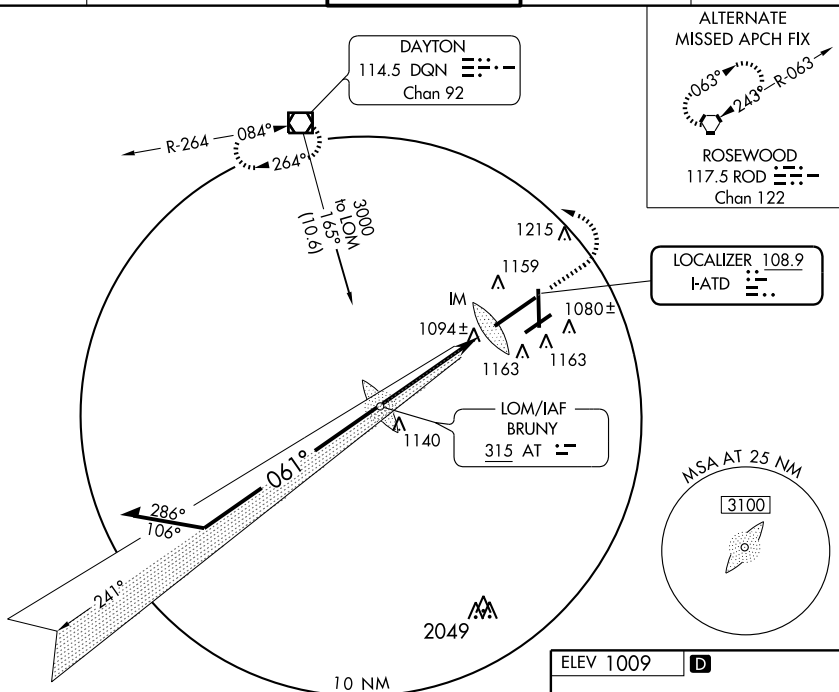
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS
125.8

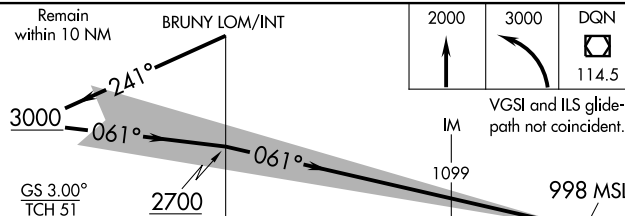
DAYTON APP CON
134.45 352.05

DAYTON TOWER
119.9 257.8

GND CON
121.9

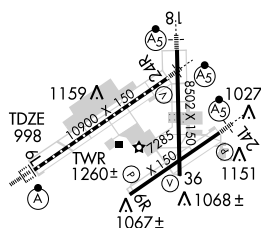
CLNC DEL
121.75

ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L		CAT III _a	RVR 07	
S-ILS 6L		CAT III _b	RVR 06	
S-ILS 6L		CAT III _c	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's
TDZ/CL Rwy 6L
REIL Rwy's 6R and 36

(KEKEE.KEKEE3) 09183

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

DAYTON ATIS
125.8
DAYTON APP CON
118.85 127.225 327.1 (091°-180°)

DAYTON
114.5 DQN
Chan 92

JAMES M. COX
DAYTON INTL

WRIGHT-PATTERSON
AFB

SPRINGFIELD-BECKLEY
MUNI

SPRINGFIELD
113.2 SGH
Chan 79

KEKEE
N39°32.29'
W84°17.35'

MAA FL230
10000
*2900
036°
(24)

BRYNN
N39°12.19'
W84°33.35'

R-036
R-345
(25)

CINCINNATI
117.3 CVG
Chan 120

LODLL
N38°48.43'-W84°22.80'
VERTICAL PLANNING INFORMATION
Expect to cross at 14,000 feet.

MAA FL230
10000
*2900
345°
(11)

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'-W84°18.64'
L-26-27, H-10

NOTE: DME or RADAR required.

NOTE: Chart not to scale.

FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

KEKEE THREE ARRIVAL

(KEKEE.KEKEE3) 09183

DAYTON, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

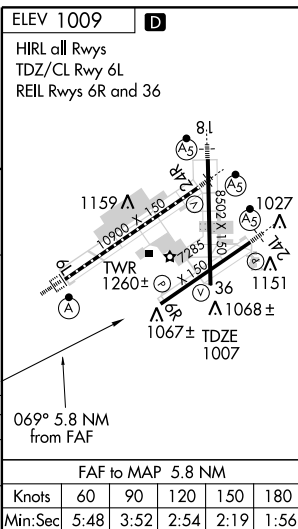
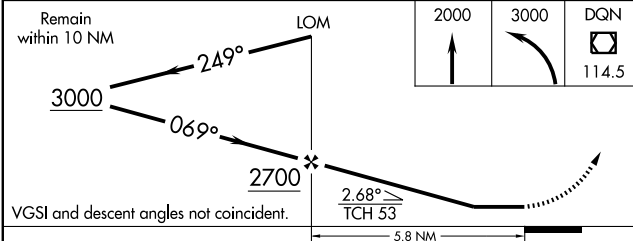
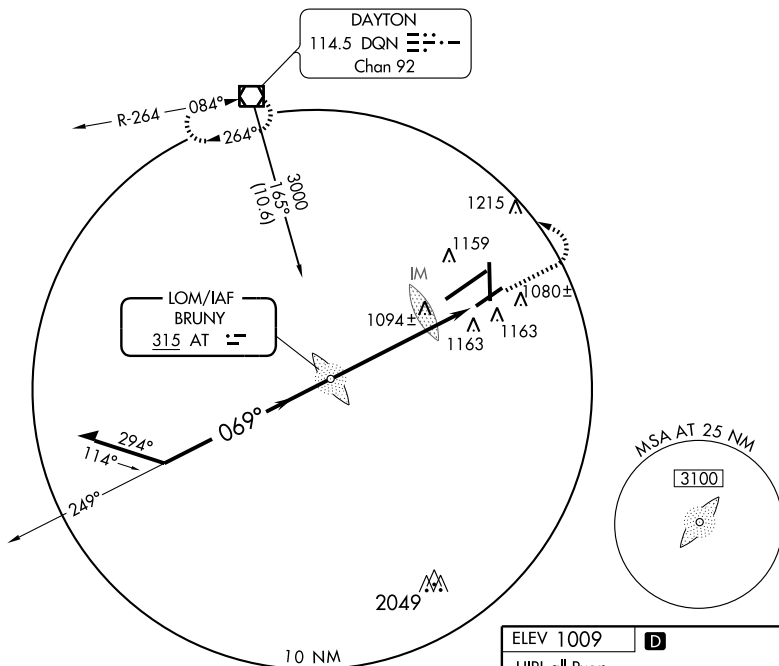
LOM AT 315	APP CRS 069°	Rwy Idg TDZE Apt Elev	7000 1007 1009
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NDB RWY 6R

DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR	Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.
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ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D
S-6R	1540-1 533 (600-1)		1540-1½ 533 (600-1½)	1540-1¾ 533 (600-1¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

WAAS CH 42913 W06A	APP CRS 059°	Rwy Idg 10900 TDZE 998 Apt Elev 1009
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RNAV (GPS) RWY 6L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

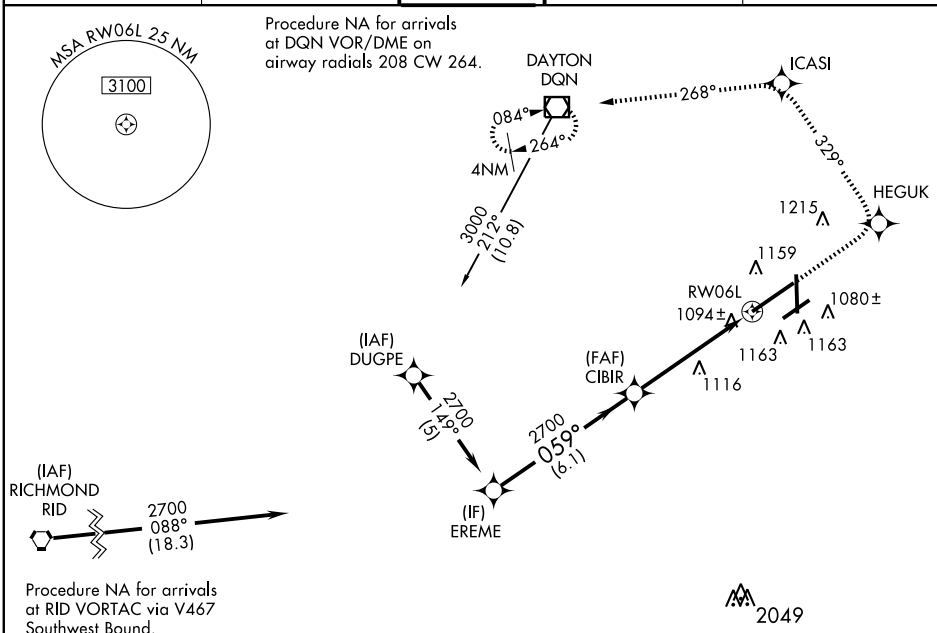
ASR For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

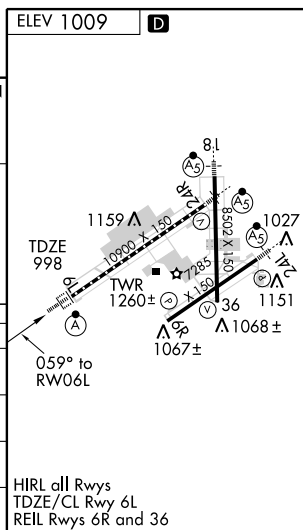


MISSED APPROACH: Climb to 3000
direct HEGUK and via track 329° to
ICASI and via track 268° to DQN
VOR/DME and hold.

ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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Procedure Turn NA	VGSI and RNAV glide-path not coincident.	3000	HEGUK	ICASI	DQN
		↑	TRK 329°	TRK 268°	☐
EREME	CIBIR				
2700	059°				
GS 3.00° TCH 51	2700				
	6.1 NM	4 NM	1.1 NM		
CATEGORY	A	B	C	D	
LPV DA		1198/24	200 (200-½)		
LNAV/VNAV DA		1366/40	368 (400-¾)		
LNAV MDA	1420/24	422 (500-½)	1420/40 422 (500-¾)	1420/50 422 (500-1)	
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	



WAAS CH 90414 W06B	APP CRS 059°	Rwy Idg TDZE 1007 Apt Elev 1009
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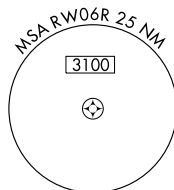
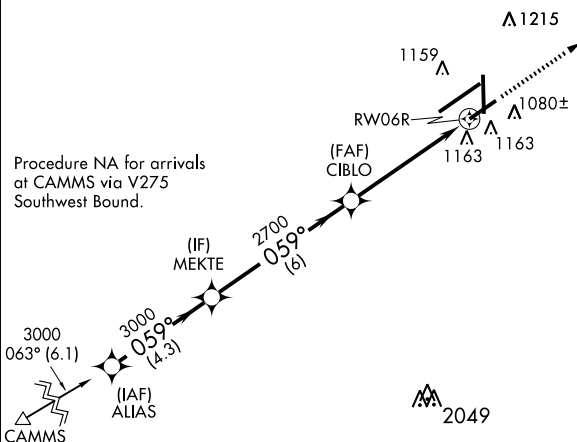
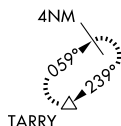
RNAV (GPS) RWY 6R

DAYTON/ JAMES M. COX DAYTON INTL (DAY)

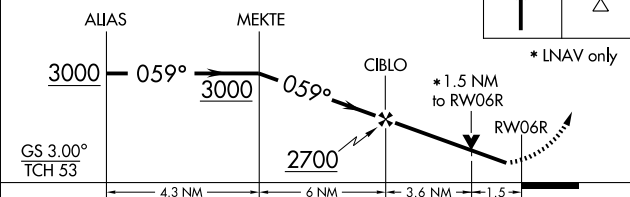
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TARRY and hold.

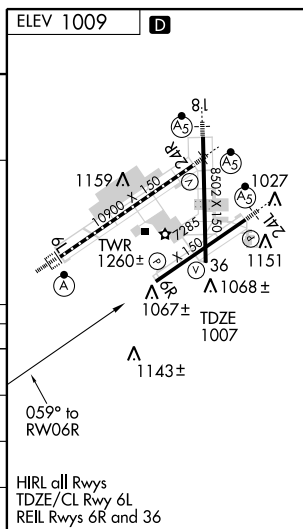
ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1257-3/4		250 (300-3/4)	
LNAV/ VNAV DA	1494-1 3/4		487 (500-1 3/4)	
LNAV MDA	1520-1	513 (600-1)	1520-1 1/2 513 (600-1 1/2)	1520-1 3/4 513 (600-1 3/4)
CIRCLING	1560-1	551 (600-1)	1560-1 1/2 551 (600-1 1/2)	1560-2 551 (600-2)



WAAS
CH **86914**
W18A

APP CRS
183°

Rwy Idg **8502**
TDZE **995**
Apt Elev **1009**

RNAV (GPS) RWY 18

DAYTON/ JAMES M. COX DAYTON INTL (DAY)

ASR For inoperative MALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000 direct GUPNE and via track 253° to CAMMS and hold.

ATIS
125.8

DAYTON APP CON
134.45 352.05

DAYTON TOWER
119.9 257.8

GND CON
121.9

CLNC DEL
121.75

Procedure NA for arrival at DQN VOR/DME on airway radials 359 CW 085.

Procedure NA for arrival at ROD VORTAC on airway radials 207 CW 273.

△ 1635

DAYTON
DQN

MISSED APCH FIX
CAMMS

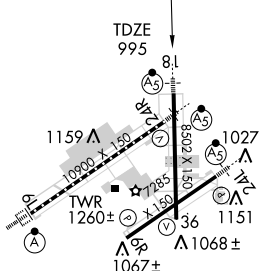


ELEV 1009

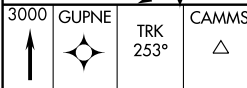
D

183° to RW18

TDZE 995

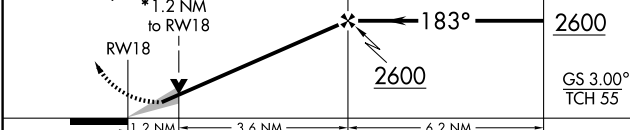


HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36



* LNAV only

* 1.2 NM to RW18



CATEGORY	A	B	C	D
LPV DA	1195/24		200 (200-½)	
LNAV/VNAV DA	1405/50		410 (400-1)	
LNAV MDA	1420/24	425 (500-½)	1420/40 425 (500-¾)	1420/50 425 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-½)	1560-2 551 (600-2)

DAYTON, OHIO
Amdt 1 10154

DAYTON/ JAMES M. COX DAYTON INTL (DAY)
39°54'N - 84°13'W

RNAV (GPS) RWY 18

WAAS CH 50414 W24A	APP CRS 239°	Rwy Idg TDZE 1006 Apt Elev 1009
--	------------------------	---

RNAV (GPS) RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

▼ For inoperative MALS, increase LNAV Cat D visibility to RVR 6000.
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

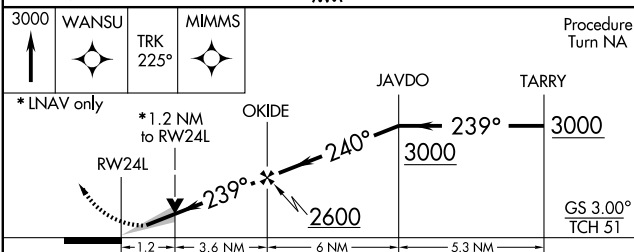
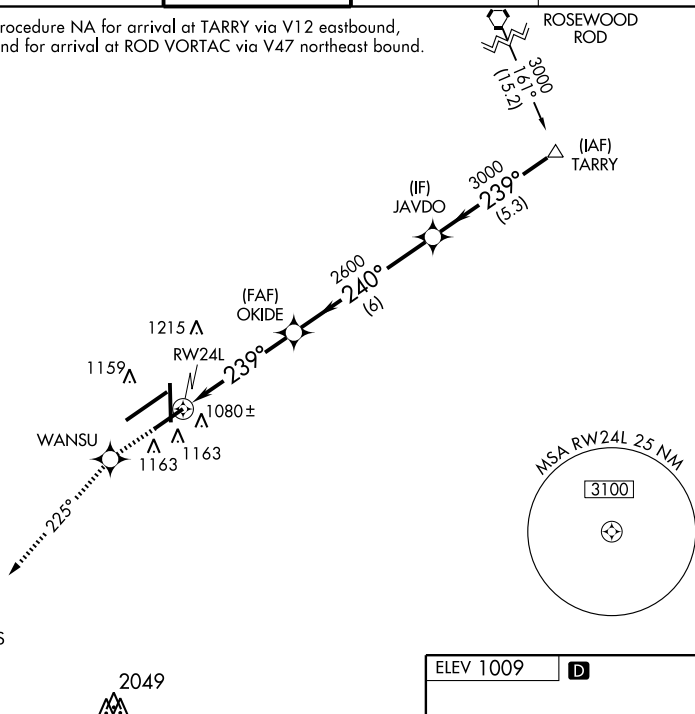
MALS



MISSED APPROACH: Climb to 3000 direct WANSU and via track 225° to MIMMS and hold.

ATIS 125.8	DAYTON APP CON 134.45 352.05	DAYTON TOWER 119.9 257.8	GND CON 121.9	CLNC DEL 121.75
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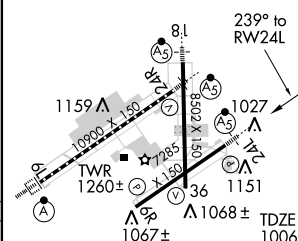
Procedure NA for arrival at TARRY via V12 eastbound, and for arrival at ROD VORTAC via V47 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1206/24 200 (200-½)			
LNAV/VNAV DA	1401/50 395 (400-1)			
LNAV MDA	1420/24 414 (500-½)	1420/40 414 (500-¾)	1420/50 414 (500-1)	
CIRCLING	1560-1 551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)	

ELEV 1009

D



HIRL all Rwy
 TDZE/CL Rwy 6L
 REIL Rwy 6R and 36

WAAS CH 66013 W24B	APP CRS 239°	Rwy Idg 10900 TDZE 997 Apt Elev 1009
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RNAV (GPS) RWY 24R

DAYTON/JAMES M. COX DAYTON INTL (DAY)

▼
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MAISR
AS

MISSED APPROACH: Climb to 3000
direct ZUXOT and via track 236° to
ALIAS and hold.

ATIS
125.8DAYTON APP CON
134.45 352.05DAYTON TOWER
119.9 257.8GND CON
121.9CLNC DEL
121.75

Procedure NA for arrival
at ROD VORTAC via
V47 Northeast bound.

ROSEWOOD
ROD
1635
3000
167°
(14.8)

(IAF)
BONEE(IF)
DEDVE

Procedure NA for arrivals
at BONEE via V12 East
bound.

MISSED APCH FIX
ALIAS

056°
236°
4 NM

1159
1163
1055±
1163
1080±
RW24R

MSA RW24R 25 NM
3100

ELEV 1009

D

3000
ZUXOT
TRK 236°
ALIAS

Procedure
Turn NA

*LNAV only
RW24R
1.2 NM to RW24R
HABNU
2600
239°
3000
DEDVE
BONEE
240°
3000
GS 3.00°
TCH 55

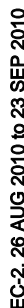
CATEGORY	A	B	C	D
LPV DA	1197/24		200 (200-½)	
LNAV/VNAV DA	1364/40		367 (400-¾)	
LNAV MDA	1440/24	443 (500-½)	1440/40 443 (500-¾)	1440/50 443 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

DAYTON, OHIO
Amdt 1 10154

DAYTON/JAMES M. COX DAYTON INTL (DAY)
39°54'N-84°13'W

RNAV (GPS) RWY 24R



WRIGHT PATTERSON AFB (FFO) (KFFO) AF (AFRC) 8 NE UTC-5(-4DT) N39°49.56' W84°02.77' **CHICAGO**
 823 B TPA—See Remarks NOTAM FILE FFO Not insp. **H-10G, L-27E**
Rwy 05L-23R: H8717X300 (PEM-GRVD) PCN 102 R/B/W/T HIRL **DIAP, AD**
Rwy 05L: PAPI(P4L)—GA 3.0° TCH 50'. **Rwy 23R:** ALSF1. PAPI(P4R)—GA 3.0° TCH 50'. Rgt tfc.
Rwy 05R-23L: H7000X150 (ASPH) PCN 119 R/B/W/T MIRL
Rwy 05R: PAPI(P4L). **Rwy 23L:** PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 05L: TORA-12601 TODA-12601
Rwy 05R: TORA-7000 TODA-7000
Rwy 23L: TORA-7000 TODA-7000
Rwy 23R: TORA-12601 TODA-12601
ARRESTING GEAR/SYSTEM

BAK-14 BAK-12B(B) (1740') **Rwy 23R**

MILITARY SERVICE: A-GEAR Rwy 05L-23R south end arresting gear located 864' s of dspcd thld.
JASU 9(A/M32A-86) 1(MC-1A) 4(AM32-95) (8)(A/M32A-60A) **FUEL J8 FLUID SP PRESAIR LHOX LOX**
OIL 0-148-156 SOAP Avbl weekdays 1200-2130Z† except Federal holiday. **TRAN ALERT** Opr 1000-0500Z†,
 avbl other times with 24 hr prior notice to Base OPS. Fleet svc avbl 2 hr prior notice. Payment rqr by Avcard.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Aerodrome PPR. Ctc Base Ops DSN 787-2131,
 C937-257-2131. All dep acft fly rwy heading until 1800' unless twr approves otherwise. Inbound acft with VIP
 ctc Base OPS on PTD 30 minutes prior to arrival. Arm/de-arm area S end Twy B clsd. Portion of Twy A located
 NE of the south entrance to the W Ramp is permanently clsd. Twy A1 entrance to the W Ramp is permanently
 clsd. **CAUTION** Bird Watch Condition Phase I (Nov-Jun) indicates lgt bird activity. Phase II (Jul-Oct) indicates heavy
 bird activity normally associated with migratory season. Portions of the flameout and overhead tfc pat not visible
 from twr. Unlgtg obstructions surround afld. Multiple crane ops 2.7 NM southwest of KFFO, 1171' MSL and blo.
TFC PAT TPA-Rectangular tactical/trainer 2800(1977), other turbojet/turboprop 2300(1477), lgt reciprocating
 engine acft (12,500 lb or blo gross weight) 1800(977), overhead 2800(1977). **CSTMS/AG/IMG** Ltd CSTMS avbl. 24
 hr prior notice for CSTMS requests. Call DSN: 787-2131 COM: 937-257-2131. **MISC** Base OPS DSN 787-2131,
 C937-257-2131. Expect dep from Rwy 23 R at Twy B intersection 11600' avbl, if full length rqr, request
 back-taxi from twr. Standard RSRs applied. Twy B from north of the restricted area to apch end of Rwy 23L clsd
 to acft except C-130 and C-17. **AFRC** 445 AW opr Mon-Fri and training weekend 1200-0330Z†.

COMMUNICATIONS: ATIS 124.475 269.9 PTD 122.85 372.2

Ⓡ **DAYTON APP CON** 126.5 327.1 (091°-180°) 118.85 127.225

PATTERSON TOWER 126.9 281.45 **GND CON** 121.8 335.8

Ⓡ **DAYTON DEP CON** 126.5 327.1 (091°-180°)

445A W AFRC COMD POST (BUCKEYE CON) 349.4 **PMSV METRO** 344.6 (Tran aircrews ctc 15th OWS for weather
 briefing DSN 576-9755, C618-256-9755. Reported prevailing visibility may not represent entire afld due to
 obstruction from observation point; observation point obstruction from 050°-210°. Touchdown visibility not
 obstruction. ATC will enhance sfc observation when visibility less than 4 SM and different from reported
 visibility.)

AIRSPACE: CLASS D svc continuous other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19' W83°50.70' 270° 9.3 NM to fld. 1047/4W.

PATTERSON (T) TACAN Chan 99 FFO (115.2) N39°49.14' W84°03.33' at fld. 804/4W.

ILS 109.7 I-FAE Rwy 05L. Glids slope not avbl.

ILS 109.7 I-FFO Rwy 23R.

COMM/NAV/WEATHER REMARKS: ILS Rwy 05L and 23R opr on same frequency 109.7, but different ident (I-FAE, I-FFO).
 Positive ident of ILS prior to flying apch.

WYANDOT CO (See UPPER SANDUSKY)

WYNKOOP (See MOUNT VERNON)

YELLOW BUD N39°31.61' W82°58.68' NOTAM FILE DAY.

(T) **VOR** 112.5 XUB at Pickaway Co Meml.

RCO 122.1R 112.5T (DAYTON RADIO)

CINCINNATI

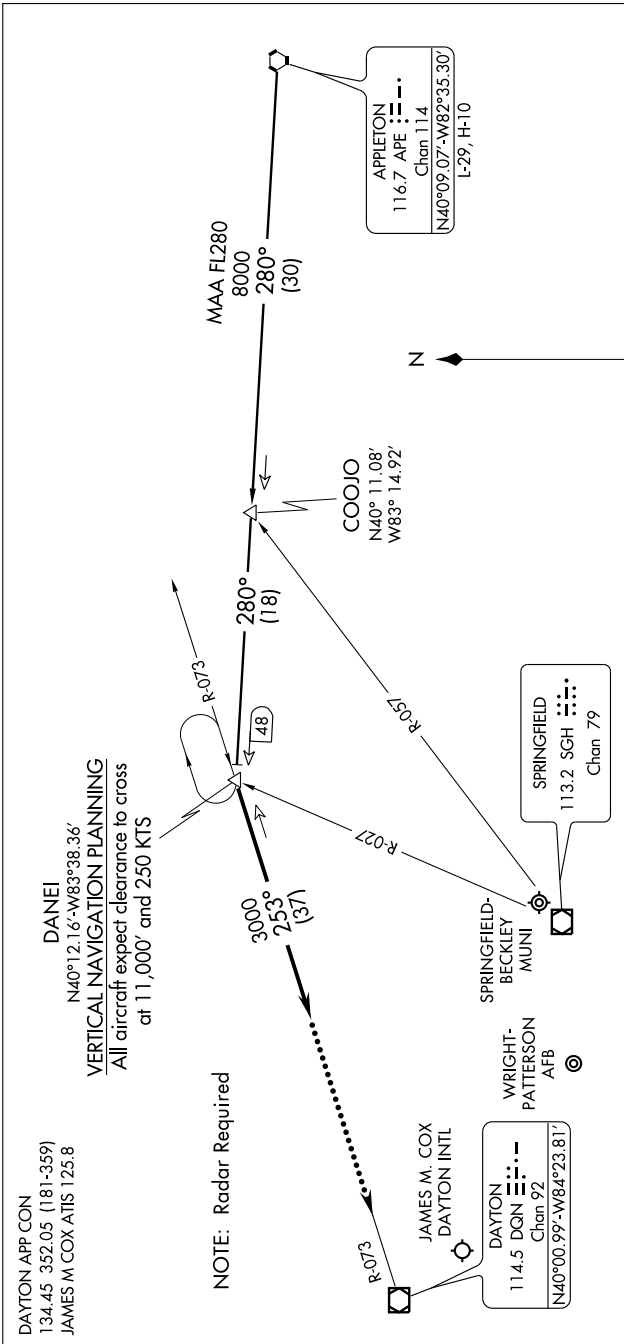
L-29A

DANEI TWO ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

In the event of lost communications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

EC-2, 26 AUG 2010 to 23 SEP 2010

DANEI TWO ARRIVAL

DAYTON, OHIO

LOC I-FFO
109.7APCH CRS
233°Rwy ldg **8717**
TDZE **823**
Arpt Elev **823**

JAL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

- ▼ * When ALS inop, increase all CAT RVR/vis to 40/¾ mile.
 ** When ALS inop, increase CAT C RVR/vis to 60/1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.



MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME (AKATE) turn left direct SABB R climbing to 3000 and hold.

ATIS

124.475 269.9

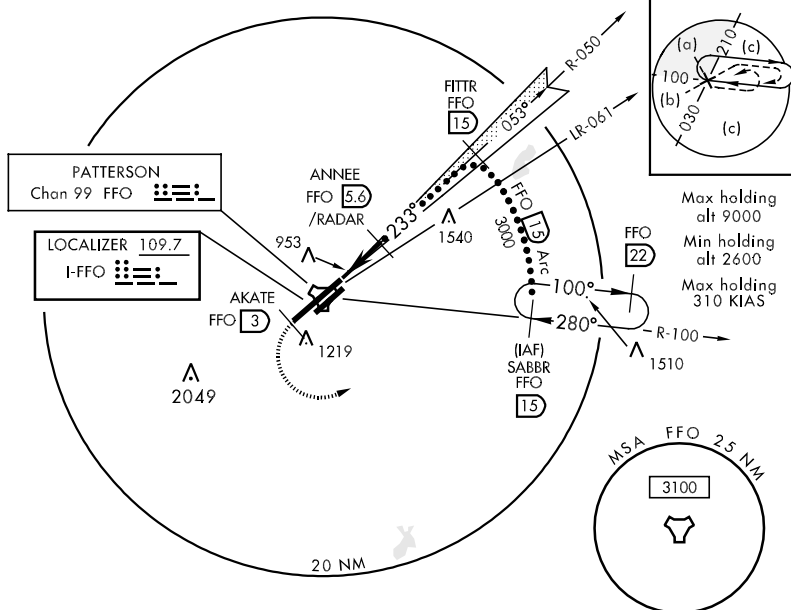
DAYTON APP CON

118.85 269.275

PATTERSON TOWER

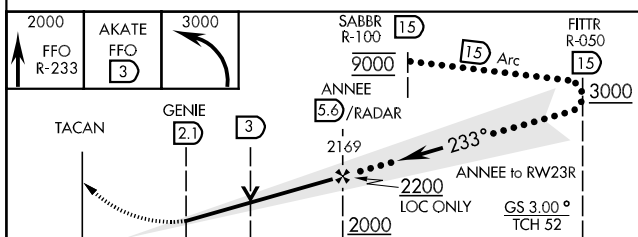
126.9 281.45

GND CON

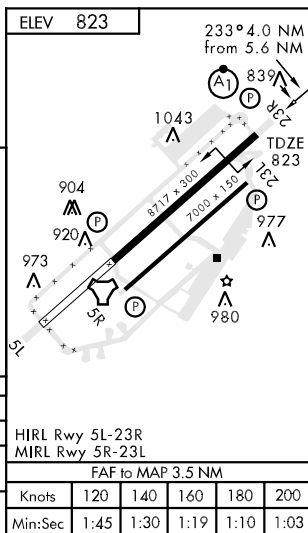
121.8 335.8

DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-ILS 23R*	1023/24	200	(200-½)
S-LOC 23R**	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



DAYTON, OHIO

Orig 10154

39° 50'N-84° 03'W

WRIGHT-PATTERSON AFB (KFFO)

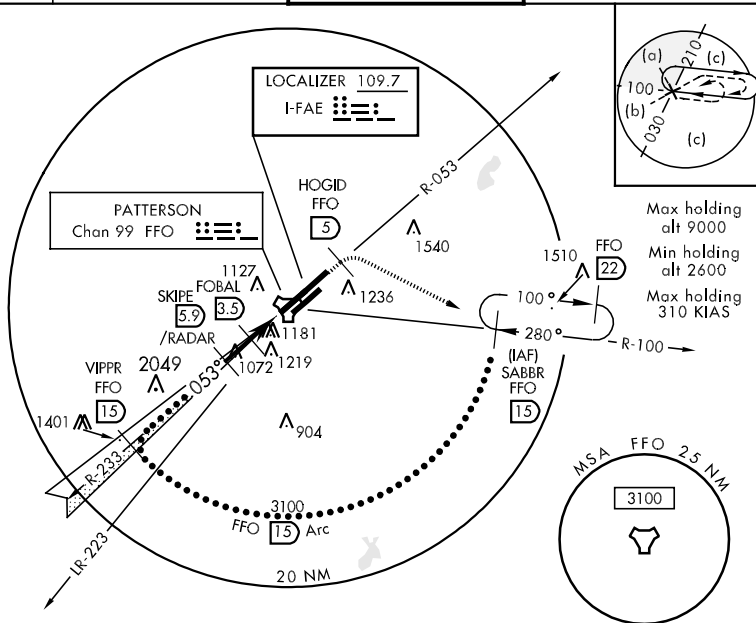
WRIGHT-PATTERSON AFB (KFFO)

124.475 269.9

DAYTON APP CON
118.85 269.275

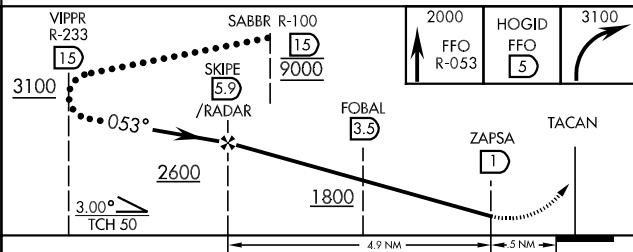
PATTERSON TOWER
126.9 281.45

GND CON
121.8 335.8



DME or RADAR REQUIRED
FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300



ELEV 823

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

1299' A

904 M

920 P

973 A

8717 x 200

7000 x 150

A1 P

23R

23L P

SR

801

797

TDZE 804

053° 5.4 NM from FAF

980 A

	Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28	

DAYTON, OHIO
Amdt 1 10154

39°50'N-84°03'W

WRIGHT-PATTERSON AFB (KFFO)

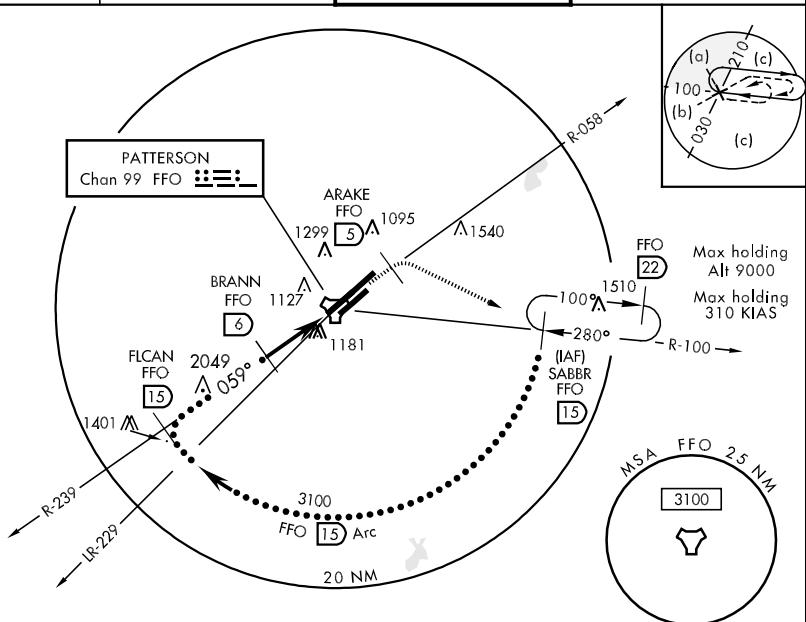
HI-LOC RWY 5L

HI-TACAN RWY 5L

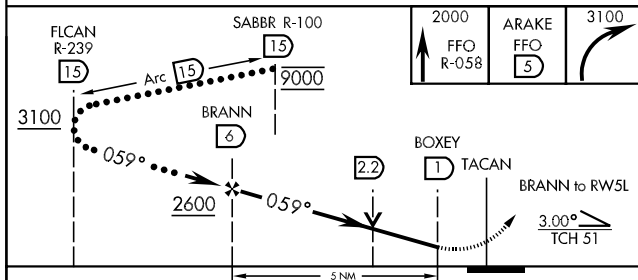
TACAN FFO Chan 99	APCH CRS 059°	Rwy Idg 8717 TDZE 804 Arpt Elev 823	JAL-108 [USAF]	HI-TACAN RWT SL WRIGHT-PATTERSON AFB (KFFO)
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MISSED APPROACH: Climb to 2000 via FFO R-058, at 5 DME (ARAKE), turn right direct SABBR climbing to 3100 and hold.

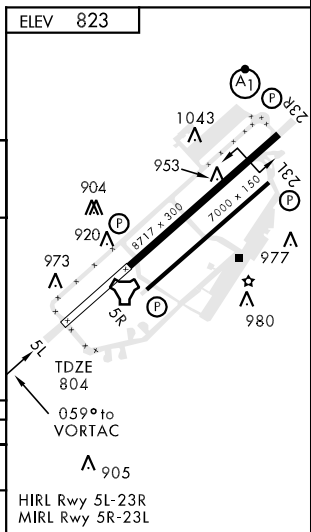
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-5L	1460-1¾ 656 (700-1¾)	1460-2 656 (700-2)	1460-2¼ 656 (700-2¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



DAYTON, OHIO
Amdt 1 10154

39°50'N-84°03'W

WRIGHT-PATTERSON AFB (KFFO)

HI-TACAN RWY 5L

EC-2, 26 AUG 2010 to 23 SEP 2010

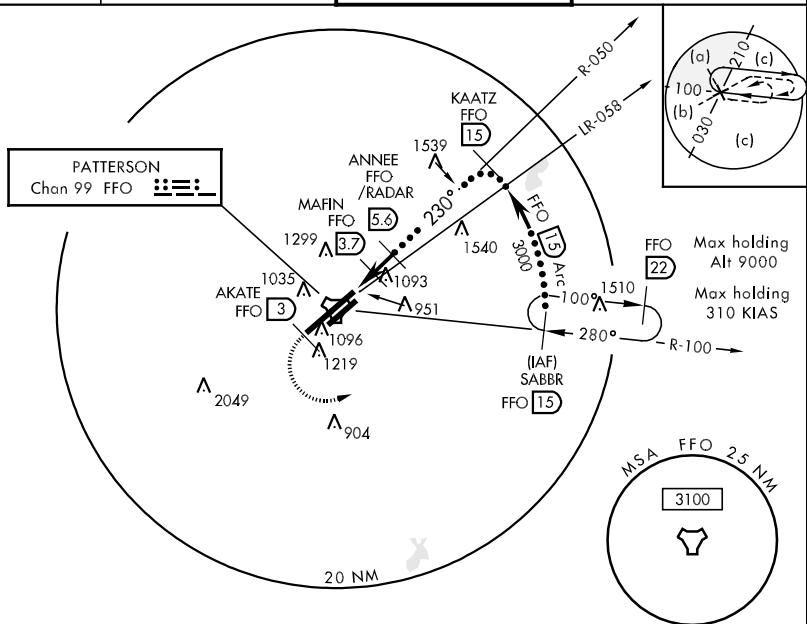
EC-2, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 23R

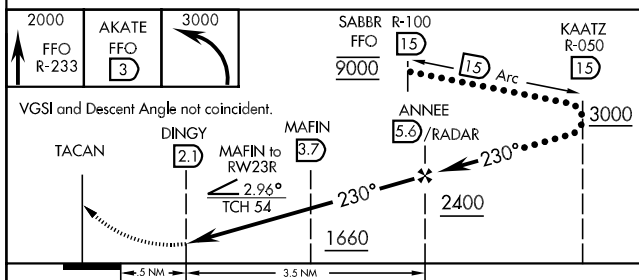
TACAN FFO Chan 99	APCH CRS 230°	Rwy Idg 8717 TDZE 823 Arpt Elev 823	JAL-108 [USAF]	HI-TACAN RWT ZSR WRIGHT-PATTERSON AFB (KFFO)
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<p>▼ *When ALS inop, increase CAT C RVR to 60 and vis to 1 1/4 miles, CAT D vis to 1 1/2 miles, and CAT E vis to 1 3/4 miles.</p>	<p>ALSF-1</p> 	<p>MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME (AKATE), turn left direct SABBR climbing to 3000 and hold.</p>
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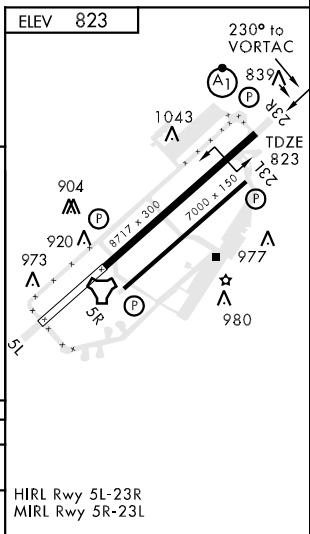
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-23R *	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



DAYTON, OHIO 39°50'N-84°03'W WRIGHT-PATTERSON AFB (KFFO)

Orig 10154

39°50'N-84°03'W

WRIGHT-PATTERSON AFB (KFFO)

HI-TACAN RWY 23R

LOC I-FFO 109.7	APCH CRS 233°	Rwy Idg 8717 TDZE 823 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
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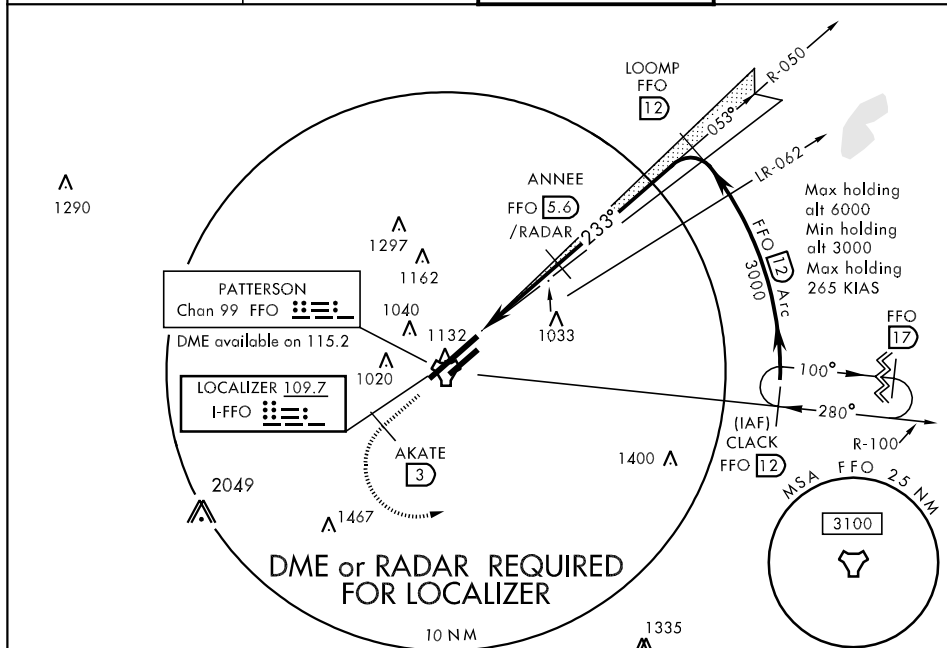
T * When ALS inop, increase all CAT RVR/vis to 40/¾.

** When ALS inop, increase RVR/vis to CAT AB 50, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

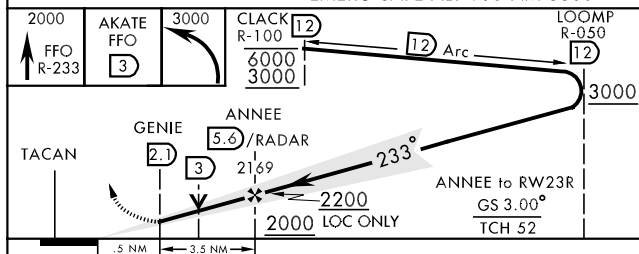
ALSF-1

MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME turn left direct CLACK to 3000 and hold.

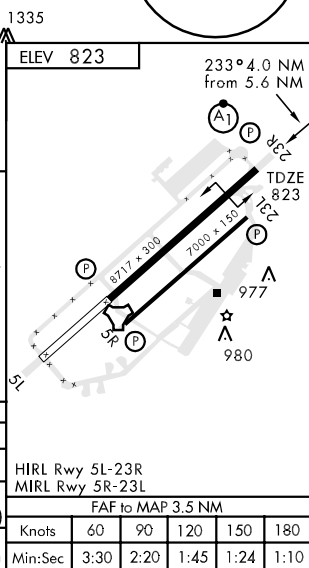
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200	(200-½)	
S-LOC 23R **	1320/24	497 (500-½)	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



DAYTON, OHIO
Amdt 2 10154

39° 50' N-84° 03' W

WRIGHT-PATTERSON AFB (KFFO)

ILS RWY 23R

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-FFO 109.7	APCH CRS 233°	Rwy Idg 8717 TDZE 823 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
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T * When ALS inop, increase all CAT RVR/vis to 40/¾.

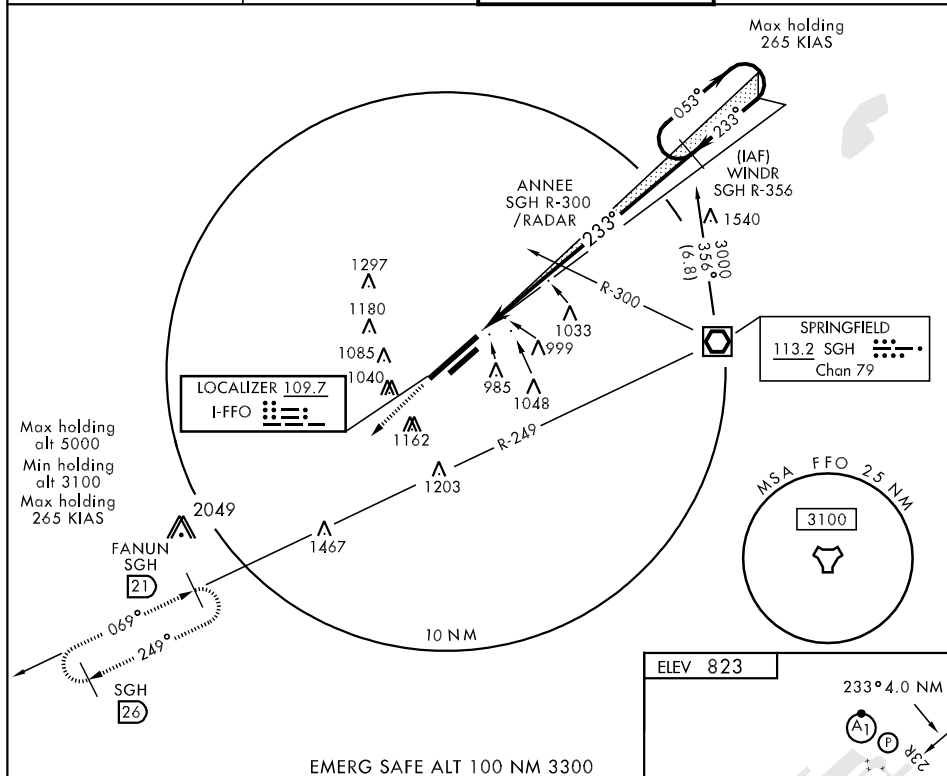
** When ALS inop, increase RVR/vis to CAT AB 50/1
CAT C 60/1¼, CAT D 1½, CAT E 1¾.

ALSF-1

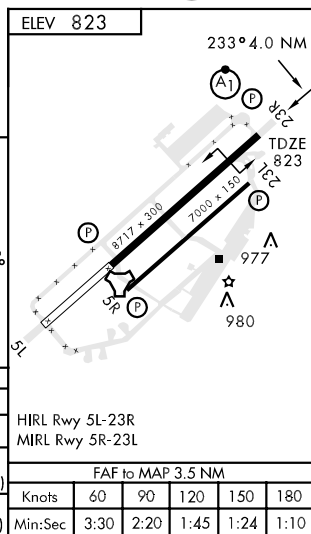
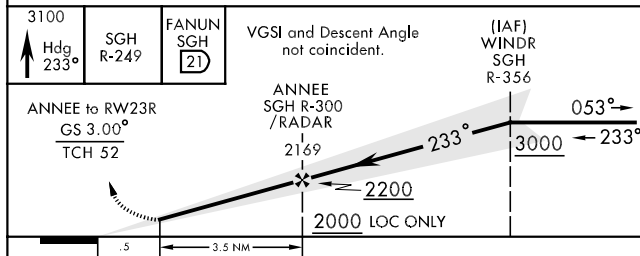


MISSED APPROACH: Track hdg 233° climb to 3100 intercept SGH R-249 to FANUN and hold.

<p>ATIS</p> <p>124.475 269.9</p>	<p>DAYTON APP CON</p> <p>118.85 269.275</p>	<p>PATTERSON TOWER</p> <p>126.9 281.45</p>	<p>GND CON</p> <p>121.8 335.8</p>
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EMERG SAFE ALT 100 NM 3300



DAYTON, OHIO

Amdt 1 10154

39° 50' N-84° 03' W

WRIGHT-PATTERSON AFB (KFFO)

ILS Z RWY 23R

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

(KEKEE.KEKEE3) 09183

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

DAYTON ATIS
125.8
DAYTON APP CON
118.85 127.225 327.1 (091°-180°)

DAYTON
114.5 DQN
Chan 92

JAMES M. COX
DAYTON INTL

WRIGHT-PATTERSON
AFB

SPRINGFIELD-BECKLEY
MUNI

SPRINGFIELD
113.2 SGH
Chan 79

KEKEE
N39°32.29'
W84°17.35'

MAA FL230
10000
*2900
036°
(24)

BRYNN
N39°12.19'
W84°33.35'

R-036
R-345
(25)

CINCINNATI
117.3 CVG
Chan 120

LODLL
N38°48.43'-W84°22.80'
VERTICAL PLANNING INFORMATION
Expect to cross at 14,000 feet.

MAA FL230
10000
*2900
345°
(11)

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'-W84°18.64'
L-26-27, H-10

NOTE: DME or RADAR required.

NOTE: Chart not to scale.

FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

KEKEE THREE ARRIVAL

(KEKEE.KEKEE3) 09183

DAYTON, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-FAE <u>109.7</u>	APCH CRS 053°	Rwy Idg 8717 TDZE 804 Arpt Elev 823
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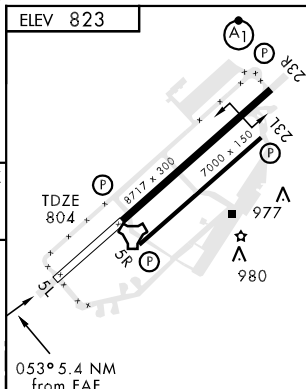
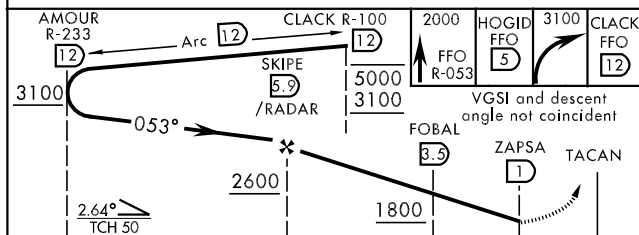
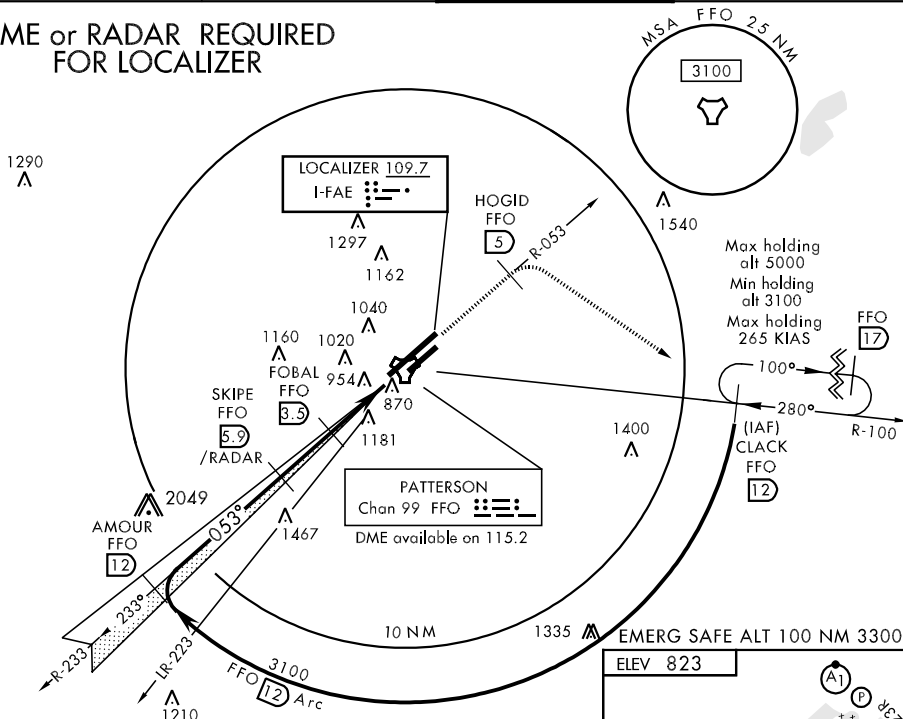
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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DME or RADAR REQUIRED
FOR LOCALIZER



CATEGORY	A	B	C	D	E
S-LOC 5L	1320-1¾ 516 (600-1¾)				
CIRCLING	1460-1¾ 637 (700-1¾)			1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R					
MIRL Rwy 5R-23L					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

DAYTON, OHIO
Amdt 3 10154

39° 50' N-84° 03' W

WR|GHT-PATTERSON AFB (KFFO)

LOC RWY 5L

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

APCH CRS 233°	Rwy Idg 8717
	TDZE 823
	Arpt Elev 823

AL-108 [USAF]

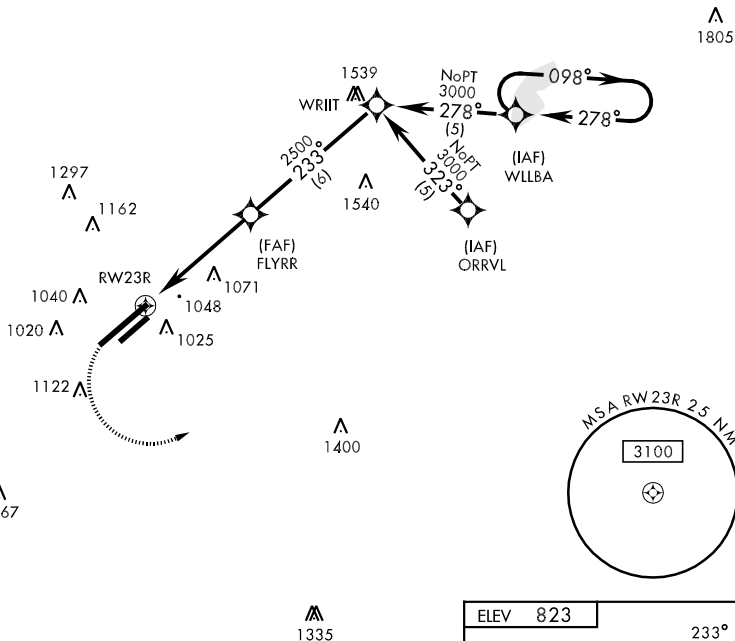
WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
DME/DME RNP-0.3 NA

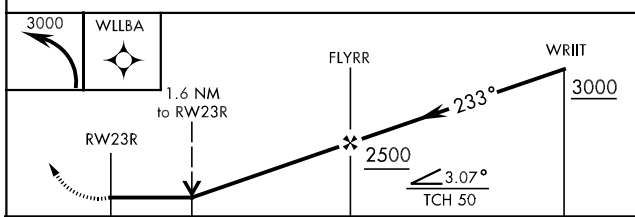


MISSED APPROACH: Turn left
climb to 3000 direct WLLBA WPT
and hold.

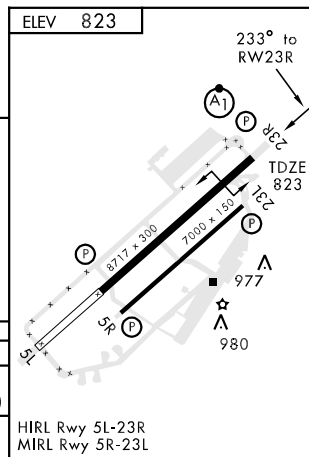
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8
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EMERG SAFE ALT 100 NM 3300 FROM RW23R



CATEGORY	A	B	C	D
LNAV MDA*	1380/24 557 (600-½)	1380/50 557 (600-1)	1380/60 557 (600-1¼)	1380/60 557 (600-1¼)
CIRCLING	1380/50 557 (600-1)	1380/50 557 (600-1)	1380-1½ 557 (600-1½)	1380-1¾ 557 (600-1¾)



TACAN FFO	APCH CRS	Rwy Idg	8717
Chan 99	059°	TDZE	804
		Arpt Elev	823

AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.

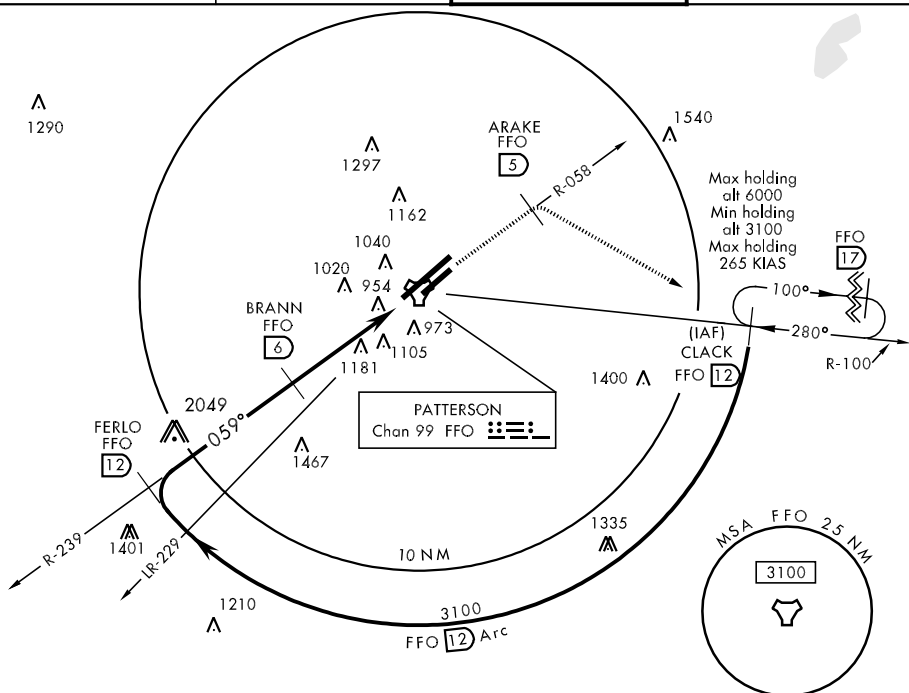
ATIS

124.475 269.9

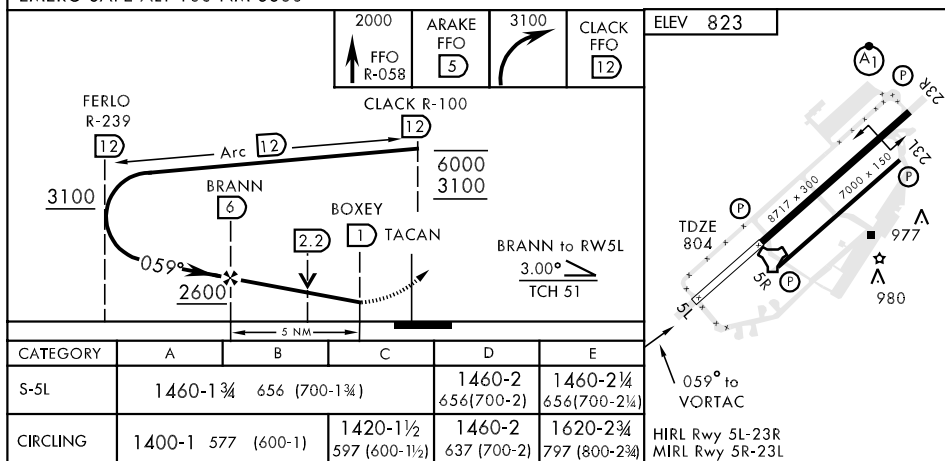
DAYTON APP CON
118.85 269.275

PATTERSON TOWER
126.9 281.45

GND CON
121.8 335.8



EMERG SAFE ALT 100 NM 3300



DAYTON, OHIO
Amdt 3 10154

39° 50' N-84° 03' W

WRIGHT-PATTERSON AFB (KFFO)

TACAN RWY 5L


EC-2, 26 AUG 2010 to 23 SEP 2010

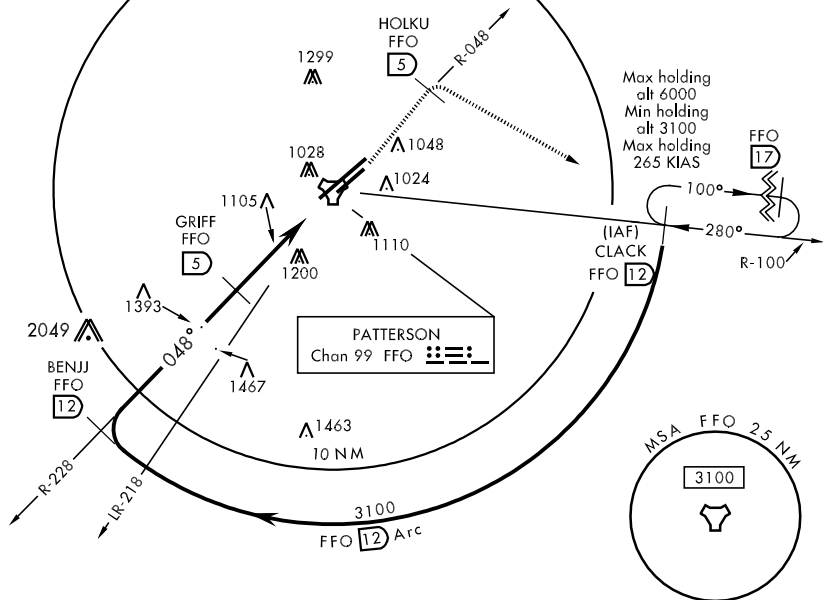
EC-2, 26 AUG 2010 to 23 SEP 2010

TACAN FFO Chan 99	APCH CRS 048°	Rwy Idg TDZE 812 Arpt Elev 823
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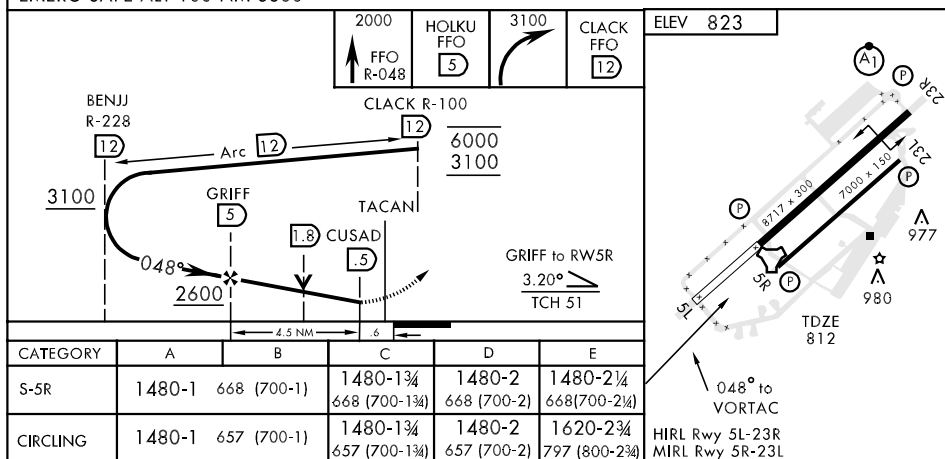
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

		MISSED APPROACH: Climb to 2000 via FFO R-048 to HOLKU, turn right direct CLACK climbing to 3100 and hold.	
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8




EMERG SAFE ALT 100 NM 3300

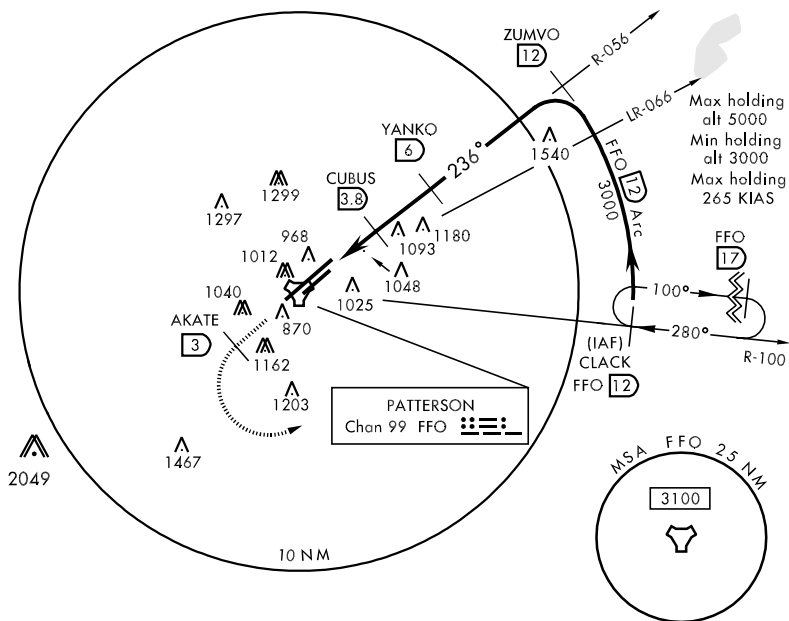


TACAN FFO Chan 99	APCH CRS 236°	Rwy Idg TDZE Arprt Elev	7000 818 823
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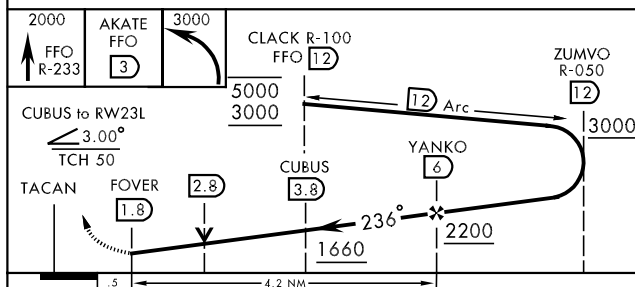
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

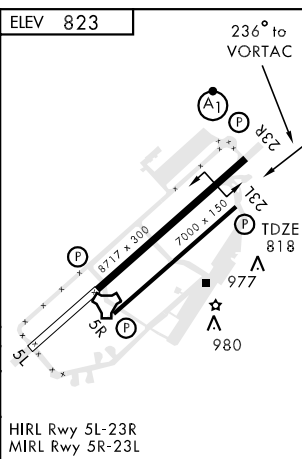
		MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.	
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-23L	1340-1 522 (600-1)	1340-1½ 522 (600-1½)	1340-1¾ 522 (500-1¾)		
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

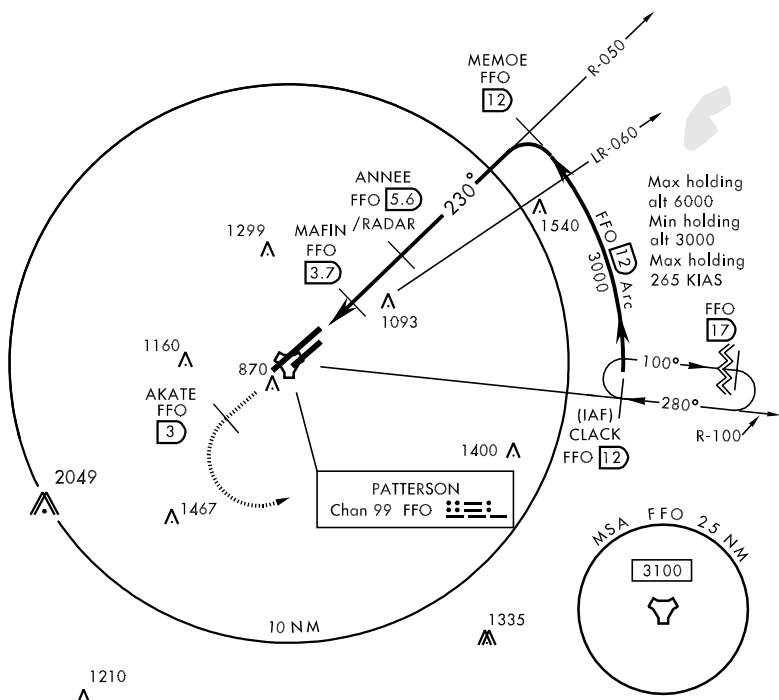
DAYTON, OHIO
Amdt 1 10154

39° 50'N-84° 03'W

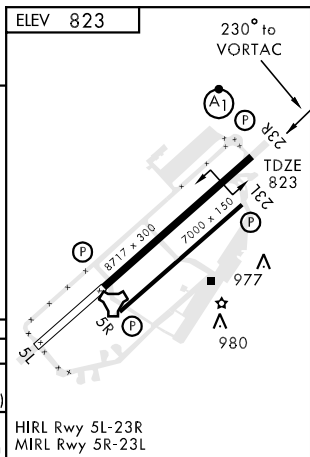
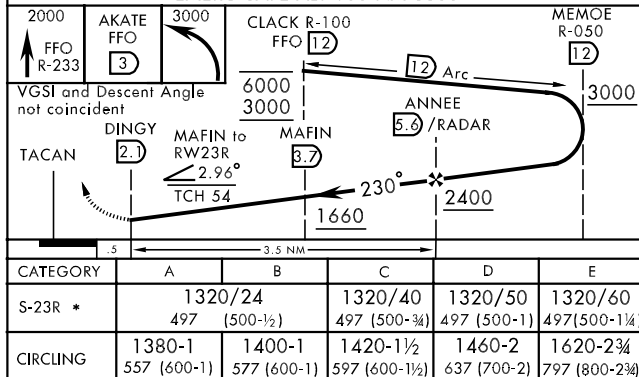
WRIGHT-PATTERSON AFB (KFFO)

TACAN RWY 23L

TACAN Chan 99	APCH CRS 230°	Rwy Idg TDZE 823 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.			ALS-1 	MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.
ATIS 124.475 269.9	DAYTON APP CON 118.85 269.275	PATTERSON TOWER 126.9 281.45	GND CON 121.8 335.8	



EMERG SAFE ALT 100 NM 3300



DAYTON N40°00.99' W84°23.81' NOTAM FILE DAY.

(L) **VOR/DME** 114.5 DQN Chan 92 131° 10.7 NM to

James M. Cox Dayton Intl. 990/1W. **HIWAS**. DME unusable byd 35 NM blo 2900'.

RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

DETROIT

H-106, L-27E

DAYTON

DAHIO TROTWOOD (I44) 7 W UTC-5(-4DT) N39°45.95' W84°20.60'

CINCINNATI

925 B S5 **FUEL** 100LL NOTAM FILE DAY

RWY 04-22: H2900X52 (ASPH) S-5

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended irregularly. Ultralights on and invof arpt. PAEW N end ramp and N end Twy A Mon-Fri. Arpt bcn OTS indef.

WEATHER DATA SOURCES: **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF/UNICOM** 122.8

DAYTON APP/DEP CON 126.5 (091°-180°)

DAYTON TRANSPORTATION CENTER HELIPORT (5D7) 0 N UTC-5(-4DT)

CINCINNATI

N39°45.50' W84°11.50'

800 B NOTAM FILE DAY

HELIPAD H1: H40X40 (CONC)

HELIPORT REMARKS: Unattended. 40' x 40' conc pad within 80' x 60' ldg/tkf area. Maximum ldg weight 4500 lbs. For perimeter lghts and rotating bcn call superintendent of acft ops at 937-454-8299. 24 hrs advance notice for use req. Helipad H1 perimeter lghts.

WEATHER DATA SOURCES: **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF** 122.9

DAYTON-WRIGHT BROTHERS (MGY) 10 S UTC-5(-4DT) N39°35.34' W84°13.49'

CINCINNATI

957 B S4 **FUEL** 100LL, JET A OX 1 TPA-1957(1000) NOTAM FILE MGY

H-106, L-27E

RWY 02-20: H5000X100 (ASPH-GRVD) S-50, D-60 MIRL 0.4% up N

IAP

RWY 02: PAPI(P2L)—GA 3.0°. Trees. **RWY 20:** MALS. VASI(V4L)—GA 3.0° TCH 41'. Thld dspcd 590'. Road.

AIRPORT REMARKS: Attended 1300-0200Z±. Birds and deer on and invof arpt. ACTIVATE MIRL RWY 02-20; MALS Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 ops 24 hrs.

WEATHER DATA SOURCES: **ASOS** 118.375 (937) 885-2171. **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF/UNICOM** 122.8

Ⓡ APP CON 126.5 (091°-180°) 118.85 127.225 Ⓡ DEP CON 126.5 (091°-180°) CLNC DEL 119.4 (937) 454-7282

RADIO AIDS TO NAVIGATIONS: NOTAM FILE FFO.

MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 300° 21.9 NM to fld 1050/4W.

ONIDA NDB (LOM) 223 MW N39°34.69' W84°19.42' 086° 4.6 NM to fld. NOTAM FILE MGY. Unmonitored.

ILS/DME 109.5 I-MGY Chan 32 Rwy 20 LOC only. LOC unusable inside 1.2 NM.

GREENE CO-LEWIS A. JACKSON RGNL (I19) 10 E UTC-5(-4DT) N39°41.46' W83°59.52'

CINCINNATI

949 B S4 **FUEL** 100LL, JET A+ NOTAM FILE DAY

L-27E

RWY 07-25: H4500X75 (ASPH) S-30 LIRL 0.7% up E

IAP

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 34'. Trees. **RWY 25:** REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z±; Nov-Mar 1300-2200Z±. Unattended Christmas, New Years and Thanksgiving Days. Fuel available 24 hrs with credit card. Deer on and invof arpt. PAEW adjacent Rwy 07 SR-SS.

REIL Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07-25 PAPI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: **AWOS-3** 118.525 (937) 372-4668. **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF/UNICOM** 122.7

Ⓡ DAYTON APP/DEP CON 126.5 (091°-180°)

GCO 121.725 (DAYTON CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.

MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 335° 18 NM to fld. 1050/4W.

Unmonitored when twr clsd.

WAAS CH 97702 W07A	APP CRS 068°	Rwy Idg 4500 TDZE 936 Apt Elev 946
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RNAV (GPS) RWY 7

DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA.

▲ NA

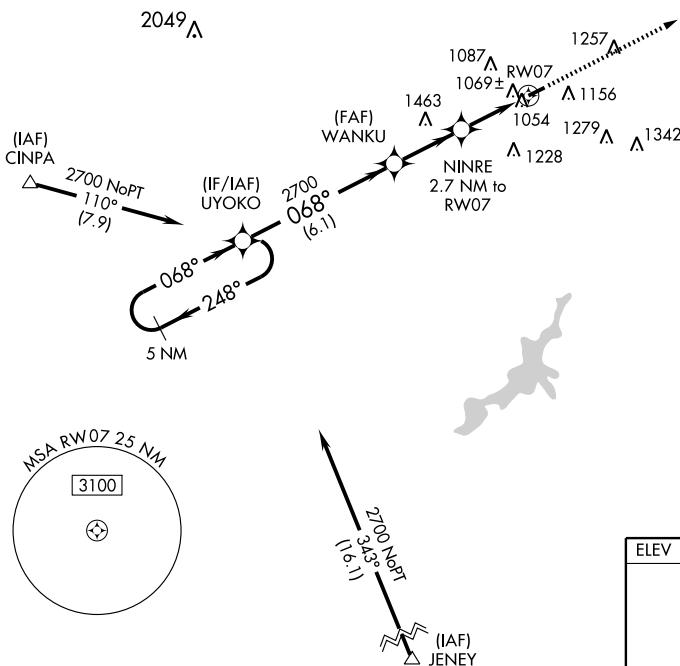
MISSED APPROACH: Climb to 2700 direct TUNNU and hold.

AWOS-3
118.525

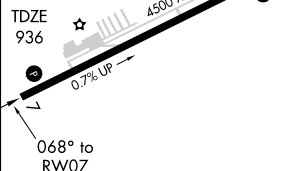
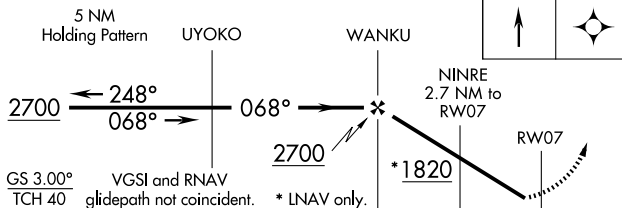
DAYTON APP CON
118.85 327.1

GCO
121.725

UNICOM
122.7 (CTAF) **0**



ELEV 946



CATEGORY	A	B	C	D
LPV DA	1236-1¼	300 (300-1¼)		NA
LNAV MDA	1320-1	384 (400-1)		NA
CIRCLING	1460-1	514 (600-1)	1460-1½ 514 (600-1½)	NA

LIRL Rwy 7-25 **0**
REIL Rwy 7 and 25 **0**

WAAS CH 56602 W25A	APP CRS 248°	Rwy Idg 4500 TDZE 946 Apt Elev 946
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RNAV (GPS) RWY 25

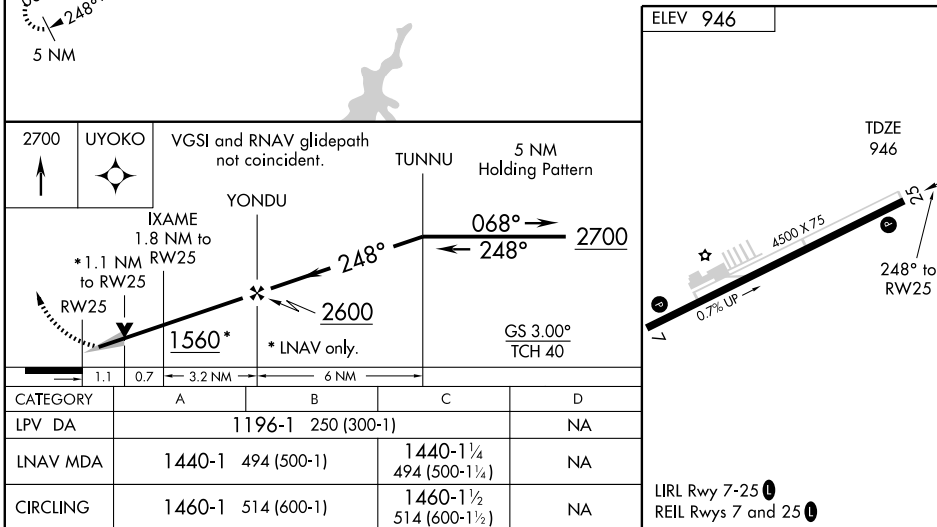
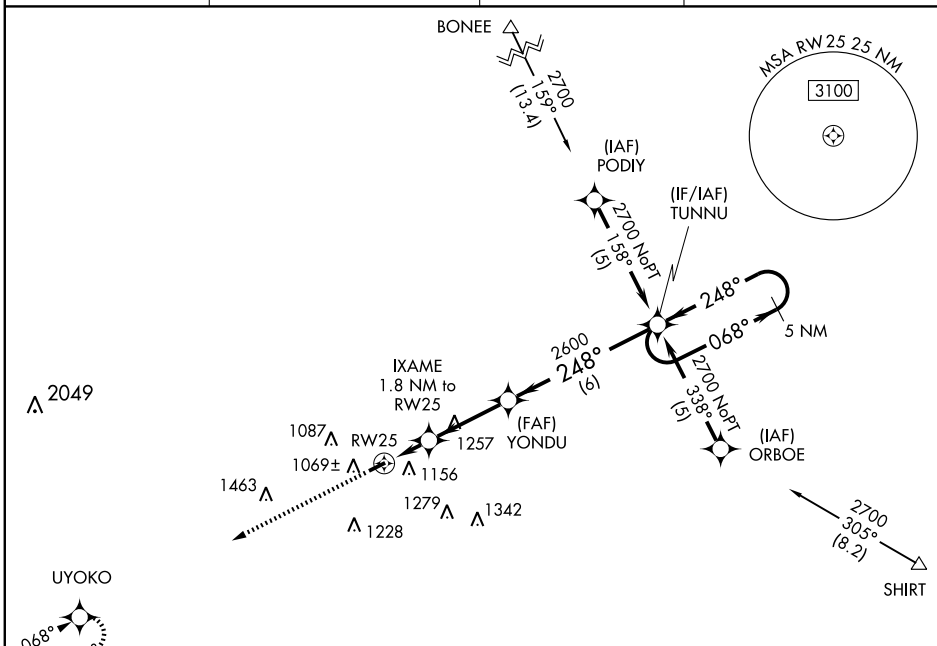
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Dayton-Wright Brothers altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2700 direct UYOKO and hold.

AWOS-3 118.525	DAYTON APP CON 118.85 327.1	GCO 121.725	UNICOM 122.7 (CTAF) 0
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DAYTON, OHIO
Orig-A 07354

DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
39°42'N - 83°59'W

RNAV (GPS) RWY 25

VOR/DME SGH <u>113.2</u> Chan 79	APP CRS 042°	Rwy Idg N/A TDZE N/A Apt Elev 949
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VOR-A
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

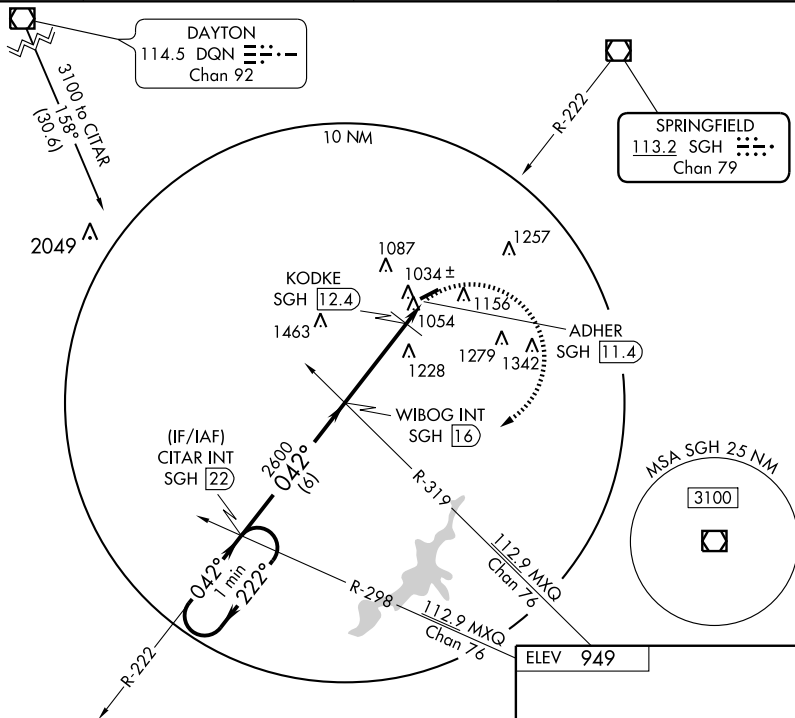
T	When local altimeter setting not received, use
A NA	Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 3000 via SGH VOR/DME R-222 to CITAR Int/SGH 22 DME and hold.

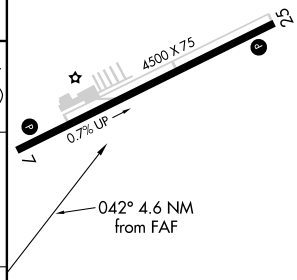
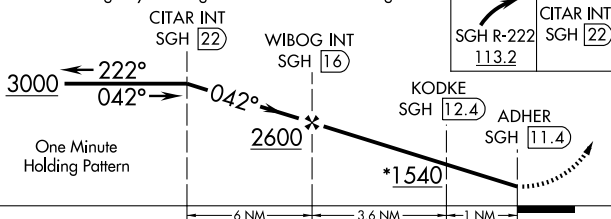
AWOS-3
118.525

DAYTON APP CON
118.85 327.1

GCO
121.725

UNICOM
122.7 (CTAF) **L**

*1580 when using Dayton-Wright Brothers altimeter setting.



CATEGORY	A	B	C	D	LIRL Rwy 7-25 REIL Rws 7 and 25												
CIRCLING	1540-1	591 (600-1)	1540-1½ 591 (600-1½)	NA													
KODKE FIX MINIMUMS					FAF to MAP 4.6 NM												
CIRCLING	1460-1	511 (600-1)	1460-1½ 511 (600-1½)	NA	<table border="1"> <tr> <td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr> <tr> <td>Min:Sec</td><td>4:36</td><td>3:04</td><td>2:18</td><td>1:50</td><td>1:32</td></tr> </table>	Knots	60	90	120	150	180	Min:Sec	4:36	3:04	2:18	1:50	1:32
Knots	60	90	120	150	180												
Min:Sec	4:36	3:04	2:18	1:50	1:32												

DAYTON, OHIO
Orig 09155

DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
39°42'N - 83°59'W

VOR-A

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

DAYTON N40°00.99' W84°23.81' NOTAM FILE DAY.

(L) **VOR/DME** 114.5 DQN Chan 92 131° 10.7 NM to

James M. Cox Dayton Intl. 990/1W. **HIWAS**. DME unusable byd 35 NM blo 2900'.

RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

DETROIT

H-10G, L-27E

DAYTON

DAHIO TROTWOOD (I44) 7 W UTC-5(-4DT) N39°45.95' W84°20.60'

CINCINNATI

925 B S5 **FUEL** 100LL NOTAM FILE DAY

RWY 04-22: H2900X52 (ASPH) S-5

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended irregularly. Ultralights on and invof arpt. PAEW N end ramp and N end Twy A Mon-Fri. Arpt bcn OTS indef.

WEATHER DATA SOURCES: **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF/UNICOM** 122.8

DAYTON APP/DEP CON 126.5 (091°-180°)

DAYTON TRANSPORTATION CENTER HELIPORT (5D7) 0 N UTC-5(-4DT)

CINCINNATI

N39°45.50' W84°11.50'

800 B NOTAM FILE DAY

HELIPAD H1: H40X40 (CONC)

HELIPORT REMARKS: Unattended. 40' x 40' conc pad within 80' x 60' ldg/tkf area. Maximum ldg weight 4500 lbs. For perimeter lghts and rotating bcn call superintendent of acft ops at 937-454-8299. 24 hrs advance notice for use req. Helipad H1 perimeter lghts.

WEATHER DATA SOURCES: **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF** 122.9

DAYTON-WRIGHT BROTHERS (MGY) 10 S UTC-5(-4DT) N39°35.34' W84°13.49'

CINCINNATI

957 B S4 **FUEL** 100LL, JET A OX 1 TPA-1957(1000) NOTAM FILE MGY

H-10G, L-27E

RWY 02-20: H5000X100 (ASPH-GRVD) S-50, D-60 MIRL 0.4% up N

IAP

RWY 02: PAPI(P2L)—GA 3.0°. Trees. **RWY 20:** MALS. VASI(V4L)—GA 3.0° TCH 41'. Thld dspld 590'. Road.

AIRPORT REMARKS: Attended 1300-0200Z±. Birds and deer on and invof arpt. ACTIVATE MIRL RWY 02-20; MALS Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 ops 24 hrs.

WEATHER DATA SOURCES: **ASOS** 118.375 (937) 885-2171. **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF/UNICOM** 122.8

Ⓡ APP CON 126.5 (091°-180°) 118.85 127.225 Ⓡ DEP CON 126.5 (091°-180°) CLNC DEL 119.4 (937) 454-7282

RADIO AIDS TO NAVIGATIONS: NOTAM FILE FFO.

MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 300° 21.9 NM to fld 1050/4W.

ONIDA NDB (LOM) 223 MW N39°34.69' W84°19.42' 086° 4.6 NM to fld. NOTAM FILE MGY. Unmonitored.

ILS/DME 109.5 I-MGY Chan 32 Rwy 20 LOC only. LOC unusable inside 1.2 NM.

GREENE CO-LEWIS A. JACKSON RGNL (I19) 10 E UTC-5(-4DT) N39°41.46' W83°59.52'

CINCINNATI

949 B S4 **FUEL** 100LL, JET A+ NOTAM FILE DAY

L-27E

RWY 07-25: H4500X75 (ASPH) S-30 LIRL 0.7% up E

IAP

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 34'. Trees. **RWY 25:** REIL. PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z±; Nov-Mar 1300-2200Z±. Unattended Christmas, New Years and Thanksgiving Days. Fuel available 24 hrs with credit card. Deer on and invof arpt. PAEW adjacent Rwy 07 SR-SS.

REIL Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07-25 PAPI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.

WEATHER DATA SOURCES: **AWOS-3** 118.525 (937) 372-4668. **HIWAS** 114.5 DQN.

COMMUNICATIONS: **CTAF/UNICOM** 122.7

Ⓡ DAYTON APP/DEP CON 126.5 (091°-180°)

GCO 121.725 (DAYTON CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.

MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 335° 18 NM to fld. 1050/4W.

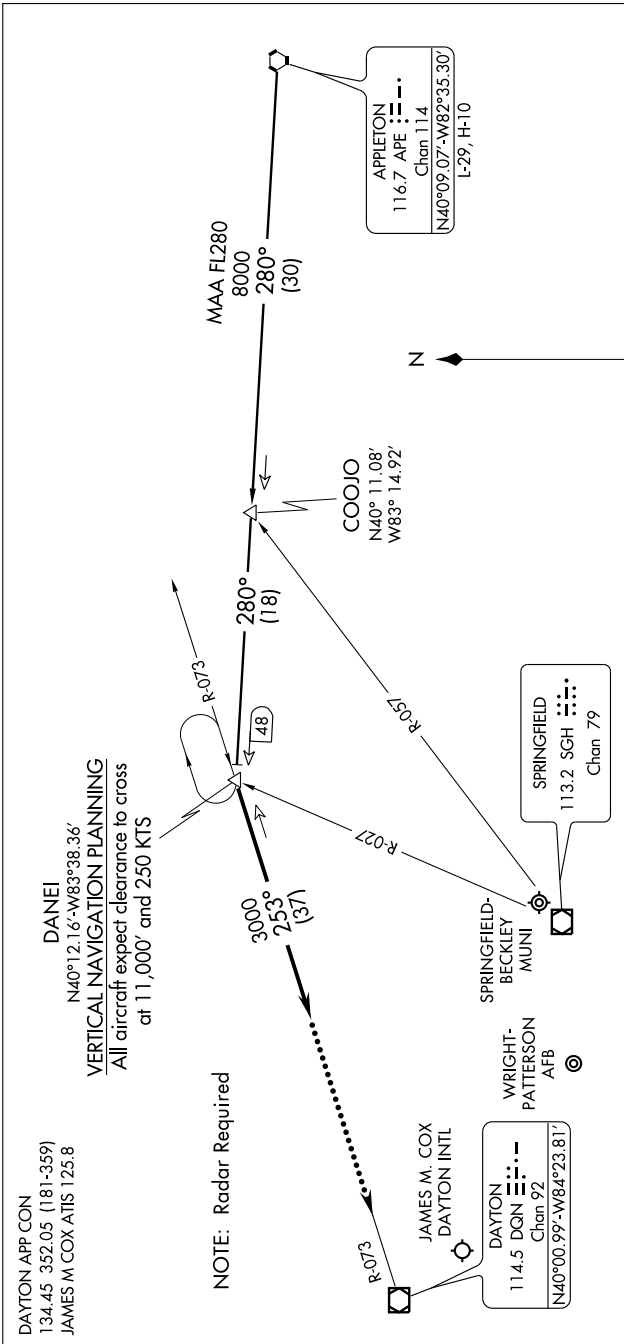
Unmonitored when twr clsd.

DANEI TWO ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

In the event of lost communications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

EC-2, 26 AUG 2010 to 23 SEP 2010

DANEI TWO ARRIVAL

DAYTON, OHIO

LOC/DME I-MGY
109.5
 Chan **32**

APP CRS
206°

Rwy Idg
 TDZE **955**
 Apt Elev **957**

LOC/DME RWY 20

DAYTON-WRIGHT BROTHERS (MGY)

NA Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

MALSF
A2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 118° and MXQ VOR/DME R-292 to PETRO Int/MXQ 8.3 DME and hold.

ASOS

118.375

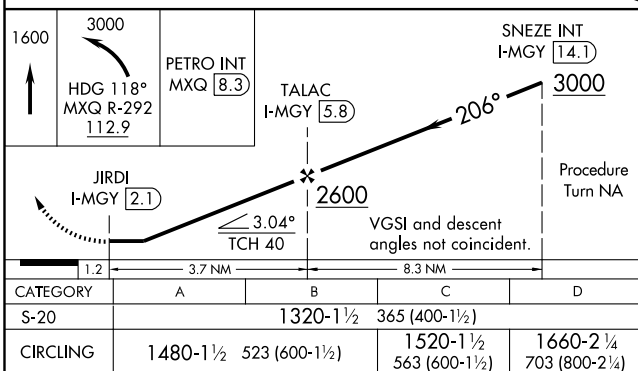
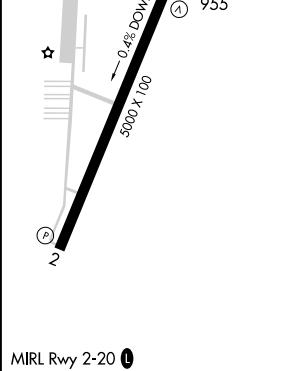
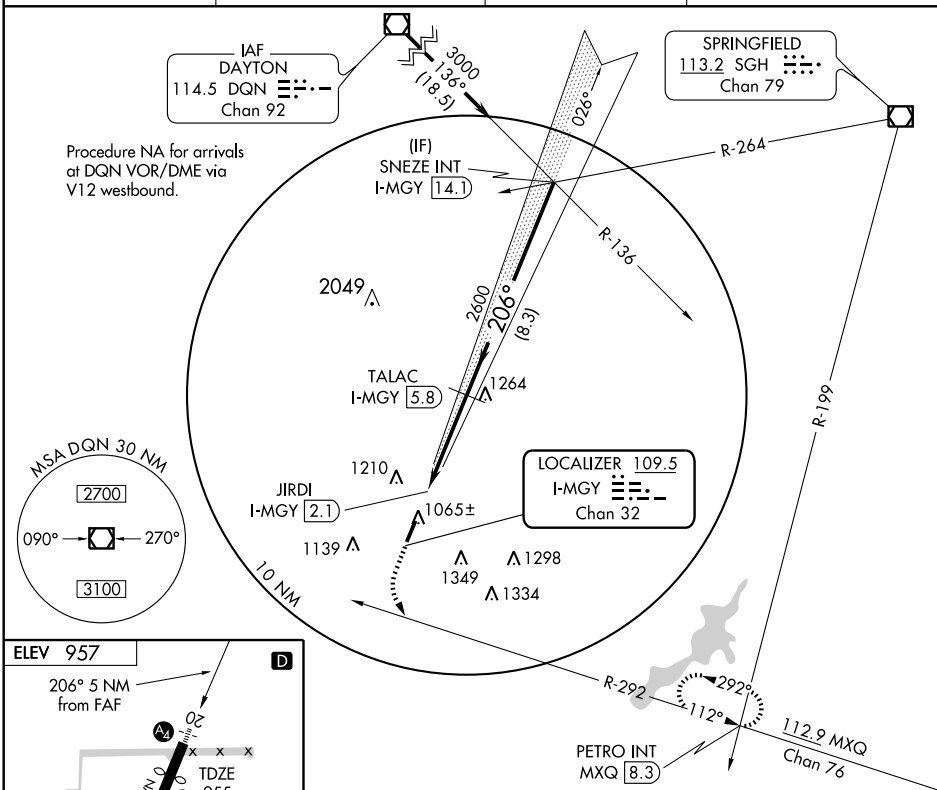
DAYTON APP CON

118.85 127.225 327.1

CLNC DEL

119.4

UNICOM

122.8 (CTAF) 0

LOM M
223

APP CRS
085°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
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93	100	100
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99	100	100
100	100	100

N/A
N/A
957

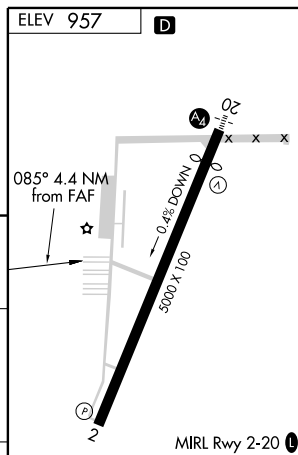
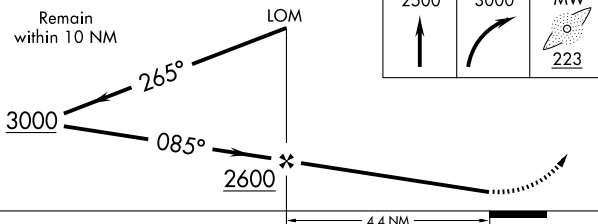
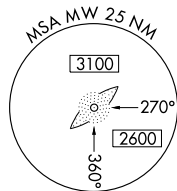
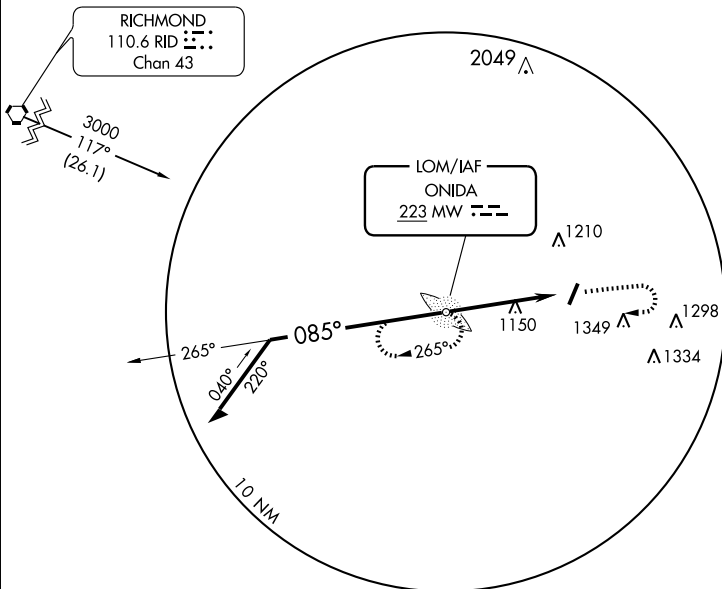
NDB-A
DAYTON-WRIGHT BROTHERS (MGY)

NA If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct MW LOM and hold.

ASOS
118.375

DAYTON APP CON
118.85 127.225 327.1

CLNC DEL
119.4UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	1480-1	523 (600-1)	1520-1½	1660-2¼	Knots	60	90	120	150	180
			563 (600-1½)	703 (800-2¼)	Min:Sec	4:24	2:56	2:12	1:46	1:28

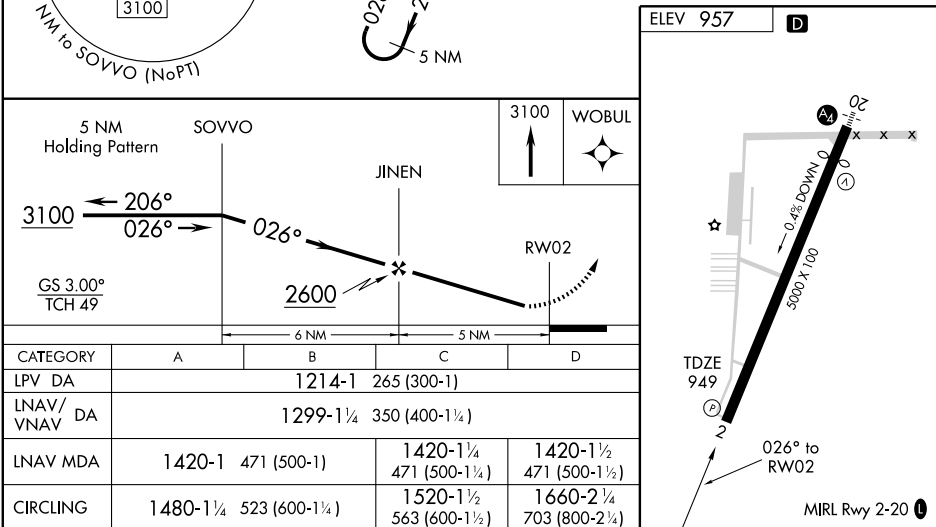
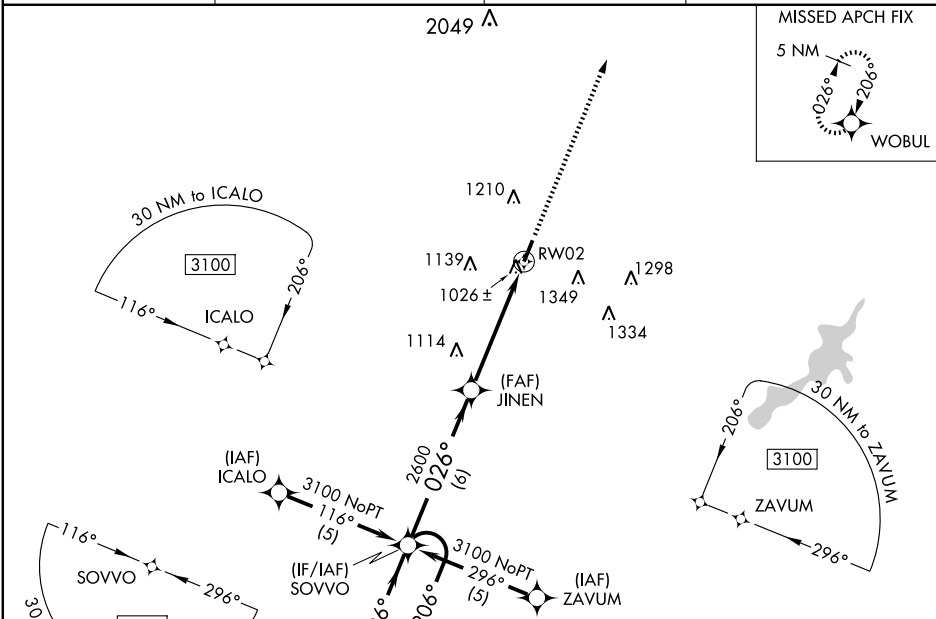
WAAS CH 45801 W02A	APP CRS 026°	Rwy Idg TDZE Apt Elev	5000 949 957
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RNAV (GPS) RWY 2

DAYTON-WRIGHT BROTHERS (MGY)

<p>▼ Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction for helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 3100 direct WOBUL and hold.</p>
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ASOS 118.375	DAYTON APP CON 118.85 127.225 327.1	CLNC DEL 119.4	UNICOM 122.8 (CTAF) 0
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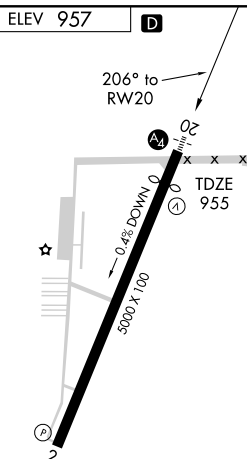
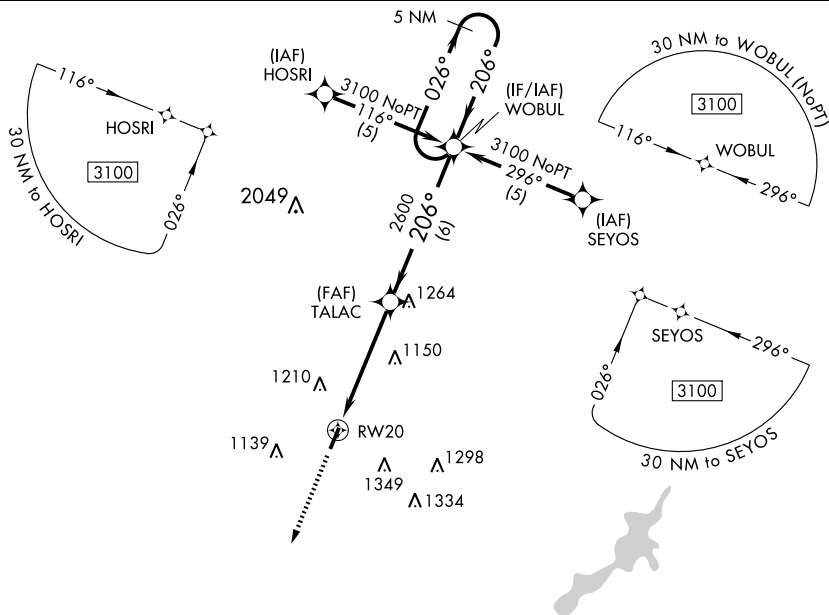
WAAS CH 93601 W20A	APP CRS 206°	Rwy Idg TDZE Apt Elev	4410 955 957
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RNAV (GPS) RWY 20

DAYTON-WRIGHT BROTHERS (MGY)

<p>▼ DME/DME RNP-0.3 NA. Inoperative table does not apply. If local altimeter setting not received, use James M Cox Dayton Intl and increase all DAs/MDAs 60 feet. Visibility reduction for helicopters NA. VDP NA when using James M Cox Dayton Intl altimeter setting.</p>	<p>MALS</p> <p>A2 </p>	<p>MISSED APPROACH: Climb to 3100 direct SOVVO and hold.</p>
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ASOS 118.375	DAYTON APP CON 118.85 127.225 327.1	CLNC DEL 119.4	UNICOM 122.8 (CTAF) 0
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MIRL Rwy 2-20 0

MISSED APCH FIX



3100	SOVVO	VGSI and RNAV glidepath not coincident.	WOBUL	5 NM Holding Pattern
TALAC				
RW20				
*1.4 NM to RW20				
*LNAV only.				
1.4	3.6 NM	6 NM		
2600				
GS 3.00°				
TCH 40				
CATEGORY	A	B	C	D
LPV DA	1294-1¼ 339 (400-1¼)			
LNAV MDA	1440-1	485 (500-1)	1440-1¼	1440-1½
			485 (500-1½)	485 (500-1½)
CIRCLING	1480-1¼	523 (600-1¼)	1520-1½	1660-2¼
			563 (600-1½)	703 (800-2¼)

DEFIANCE MEM (DFI) 4 NW UTC-5(-4DT) N41°20.25' W84°25.73'

DETROIT

707 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE DFI

L-28J

RWY 12-30: H4197X72 (ASPH) MIRL

IAP

RWY 12: REIL. PAPI(P4L). Trees.

RWY 30: REIL. VASI(NSTD). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat 1300-2200Z†, Sun 1700-2200Z†. Deer on and invof arpt.

Rwy 30 single box VASI left side of rwy. Rwy 12-30 parallel twy rstd to 5,000 lbs max gross weight. MIRL Rwy

12-30 preset low ints; to increase ints and ACTIVATE REILS Rwy 02 and Rwy 30—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (419) 658-2301.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ TOLEDO APP/DEP CON 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 261° 36.3 NM to fld. 660/2W.

NDB (MHW) 246 DFI N41°20.07' W84°25.61' at fld. NOTAM FILE DFI.

DELAWARE MUNI (DLZ) 3 SW UTC-5(-4DT) N40°16.78' W83°06.89'

DETROIT

945 B S4 FUEL 100LL, JET A NOTAM FILE DAY

H-10G, L-29A

RWY 10-28: H5000X100 (ASPH) S-30, D-55 MIRL

IAP

RWY 10: REIL. PAPI(P4L)—GA 3.0°. Hill.

RWY 28: REIL. PAPI(P4L)—GA 3.0°. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. Deer on and invof arpt. Ultralight tfc remain S of Rwy 10-28 at 400' AGL.

Rwy 28 PAPI OTS indef. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (740) 362-4416.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ COLUMBUS APP/DEP CON 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 294° 25.4 NM to fld. 1350/6W.

HIWAS.

NDB (MHW) 215 DLZ N40°16.61' W83°06.22' at fld.

DEPARTMENT OF TRANSPORTATION HELIPORT (See COLUMBUS)

DESHLER MUNI LANDING STRIP (6D7) 2 NE UTC-5(-4DT) N41°12.95' W83°52.46'

DETROIT

706 NOTAM FILE CLE

RWY 09-27: 2480X70 (TURF)

RWY 09: Thld dsplcd 740'. Trees.

RWY 27: Trees.

RWY 05-23: 1725X60 (TURF)

RWY 05: Thld dsplcd 410'. Bldg.

RWY 23: Thld dsplcd 90'. Fence.

AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 05-23 dsplcd thlds marked with yellow cones.

Rwy 09 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF 122.9

DON SCOTT N40°04.82' W83°04.73' NOTAM FILE OSU.

DETROIT

NDB (MHW) 348 DKG at Ohio State University. Unmonitored when twr clsd. SHUTDOWN.

L-29A

DRYER N41°21.48' W82°09.72' NOTAM FILE CLE.

DETROIT

(H) VOR/DME 113.6 DJB Chan 83 226° 1.1 NM to Lorain Co Rgnl. 780/5W. HIWAS.

H-10G, L-30G

VOR unusable 225°-245° byd 20 NM blo 3500'.

RCO 122.1R 113.6T (CLEVELAND RADIO)

APP CRS 120°	Rwy ldg TDZE Apt Elev	4197 708 708
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GPS RWY 12

DEFIANCE MEMORIAL (DFI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GASXI WP and hold.

ASOS
121.425

TOLEDO APP CON
134.35 307.0

UNICOM
122.7 (CTAF) ①

(IAF) ILTON
3000 NoPT
114° (16.7)
Λ 1349

(IAF) GASXI
2400
120°
(5)
(FAF) DAFKE

RWY 12

Λ 1305

Λ 1028

3000 to Gasxi
299°
(21.8)
KUNE

MSA RWY 12 25 NM

2900

ELEV 708

One Minute
Holding Pattern

3000

GASXI

DAFKE

2400

RWY 12

3.11°

TCH 40

5 NM

5 NM

CATEGORY

A

B

C

D

S-12

1100-1 392 (400-1)

1100-1¼
392 (400-1¼)

CIRCLING

1120-1
412 (500-1)1160-1
452 (500-1)1160-1½
452 (500-1½)1260-2
552 (600-2)

REIL Rwy 12 and 30 ①
MIRL Rwy 12-30 ①

NDB DFI 246	APP CRS 127°	Rwy Idg TDZE Apt Elev	4197 708 708
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NDB RWY 12

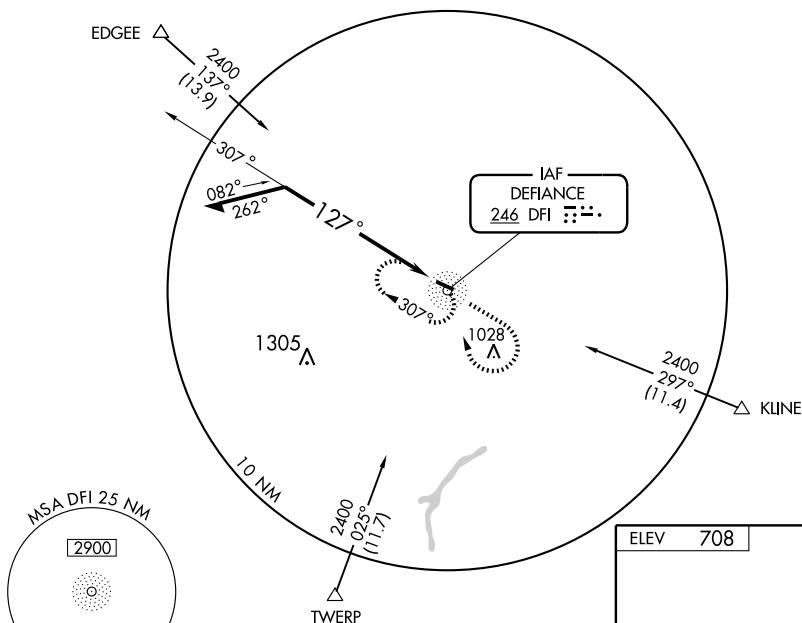
DEFIANCE MEMORIAL (DFI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct DFI NDB and hold.

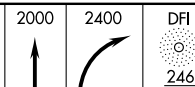
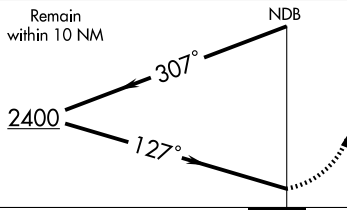
ASOS
121.425

TOLEDO APP CON
134.35 307.0

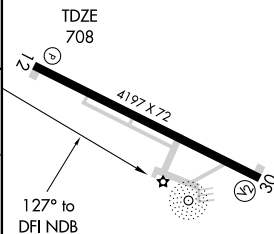
UNICOM
122.7 (CTAF) 0



Remain
within 10 NM



ELEV 708



REIL Rwy 12 and 30 0
MIRL Rwy 12-30 0

CATEGORY	A	B	C	D
S-12	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1240-1¾ 532 (600-1¾)
CIRCLING	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1260-2 552 (600-2)

Knots	60	90	120	150	180
Min:Sec					

DEFIANCE MEM (DFI) 4 NW UTC-5(-4DT) N41°20.25' W84°25.73'

DETROIT

707 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE DFI

L-28J

RWY 12-30: H4197X72 (ASPH) MIRL

IAP

RWY 12: REIL. PAPI(P4L). Trees.

RWY 30: REIL. VASI(NSTD). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z†, Sat 1300-2200Z†, Sun 1700-2200Z†. Deer on and invof arpt.

Rwy 30 single box VASI left side of rwy. Rwy 12-30 parallel twy rstd to 5,000 lbs max gross weight. MIRL Rwy

12-30 preset low ints; to increase ints and ACTIVATE REILS Rwy 02 and Rwy 30—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (419) 658-2301.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ TOLEDO APP/DEP CON 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 261° 36.3 NM to fld. 660/2W.

NDB (MHW) 246 DFI N41°20.07' W84°25.61' at fld. NOTAM FILE DFI.

DELAWARE MUNI (DLZ) 3 SW UTC-5(-4DT) N40°16.78' W83°06.89'

DETROIT

945 B S4 FUEL 100LL, JET A NOTAM FILE DAY

H-10G, L-29A

RWY 10-28: H5000X100 (ASPH) S-30, D-55 MIRL

IAP

RWY 10: REIL. PAPI(P4L)—GA 3.0°. Hill.

RWY 28: REIL. PAPI(P4L)—GA 3.0°. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. Deer on and invof arpt. Ultralight tfc remain S of Rwy 10-28 at 400' AGL.

Rwy 28 PAPI OTS indef. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10-28—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (740) 362-4416.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ COLUMBUS APP/DEP CON 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 294° 25.4 NM to fld. 1350/6W.

HIWAS.

NDB (MHW) 215 DLZ N40°16.61' W83°06.22' at fld.

DEPARTMENT OF TRANSPORTATION HELIPORT (See COLUMBUS)

DESHLER MUNI LANDING STRIP (6D7) 2 NE UTC-5(-4DT) N41°12.95' W83°52.46'

DETROIT

706 NOTAM FILE CLE

RWY 09-27: 2480X70 (TURF)

RWY 09: Thld dsplcd 740'. Trees.

RWY 27: Trees.

RWY 05-23: 1725X60 (TURF)

RWY 05: Thld dsplcd 410'. Bldg.

RWY 23: Thld dsplcd 90'. Fence.

AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 05-23 dsplcd thlds marked with yellow cones.

Rwy 09 dsplcd thld marked with cones.

COMMUNICATIONS: CTAF 122.9

DON SCOTT N40°04.82' W83°04.73' NOTAM FILE OSU.

DETROIT

NDB (MHW) 348 DKG at Ohio State University. Unmonitored when twr clsd. SHUTDOWN.

L-29A

DRYER N41°21.48' W82°09.72' NOTAM FILE CLE.

DETROIT

(H) VOR/DME 113.6 DJB Chan 83 226° 1.1 NM to Lorain Co Rgnl. 780/5W. HIWAS.

H-10G, L-30G

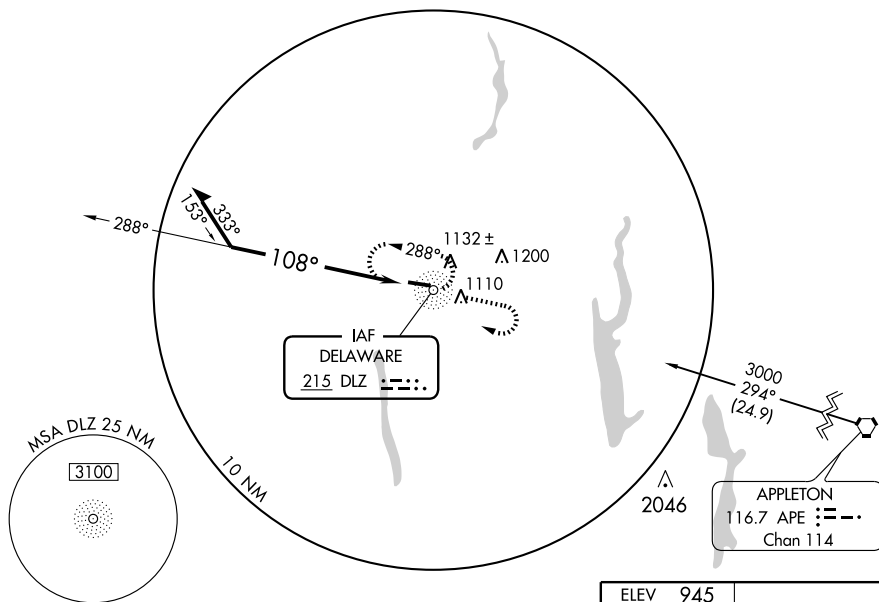
VOR unusable 225°-245° byd 20 NM blo 3500'.

RCO 122.1R 113.6T (CLEVELAND RADIO)

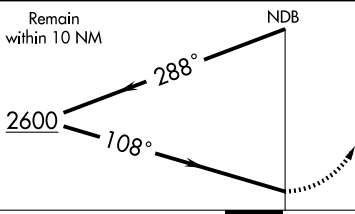
NDB DLZ
215APP CRS
108°Rwy Idg
TDZE **5000**
Apt Elev **945****NDB RWY 10**
DELAWARE MUNI (DLZ)

Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct DLZ NDB and hold.

AWOS-3
119.025COLUMBUS APP CON
120.2 317.775UNICOM
122.7 (CTAF) 0

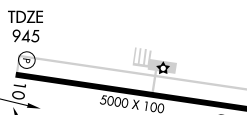
Remain within 10 NM



3000



ELEV 945



CATEGORY	A	B	C	D
S-10	1600-1	655 (700-1)	1600-1 3/4 655 (700-1 3/4)	1600-2 655 (700-2)
CIRCLING	1600-1	655 (700-1)	1600-1 3/4 655 (700-1 3/4)	1600-2 655 (700-2)

PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS

S-10	1680-1	735 (800-1)	1680-2 735 (800-2)	1680-2 1/4 735 (800-2 1/4)
CIRCLING	1680-1	735 (800-1)	1680-2 735 (800-2)	1680-2 1/4 735 (800-2 1/4)

REIL Rwy 10 and 28
MIRL Rwy 10-28 0

WAAS CH 90506 W10A	APP CRS 104°	Rwy Idg TDZE Apt Elev	5000 945 945
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RNAV (GPS) RWY 10

DELAWARE MUNI (DLZ)

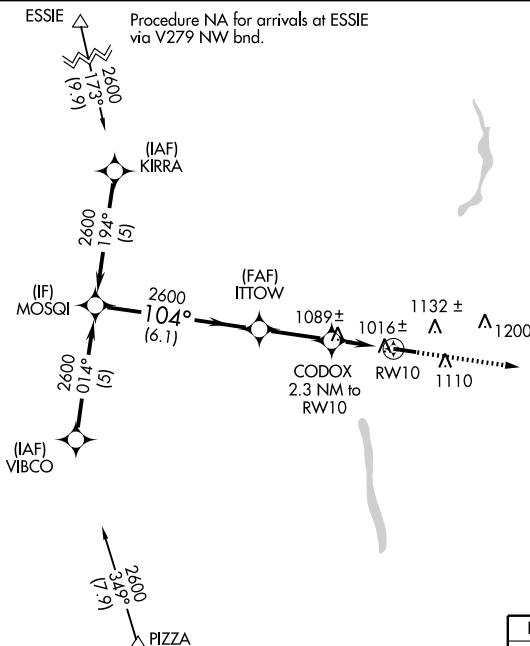
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

AWOS-3
119.025

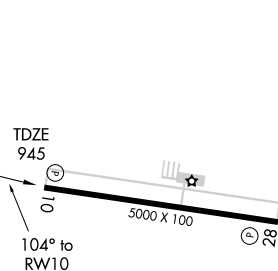
COLUMBUS APP CON
120.2 317.775

UNICOM
122.7 (CTAF) 0



	MOSQI	ITTOW	CODOX 2.3 NM to RW10	3000	PICUM
	2600	104°	104°		
Procedure Turn NA	2600				
GS 3.00° TCH 43					
	6.1 NM	2.7 NM	1.2 NM	1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1195-¾ 250 (300-¾)				
LNAV/ DA VNAV	1276-1¼ 331 (400-1¼)				
LNAV MDA	1340-1 395 (400-1)			1340-1¼ 395 (400-1¼)	
CIRCLING	1460-1	515 (600-1)	1460-1½ 515 (600-1½)	1500-2 555 (600-2)	

ELEV 945



REIL Rwy 10 and 28
MIRL Rwy 10-28 0

WAAS CH 50506 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	5000 945 945
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RNAV (GPS) RWY 28

DELAWARE MUNI (DLZ)

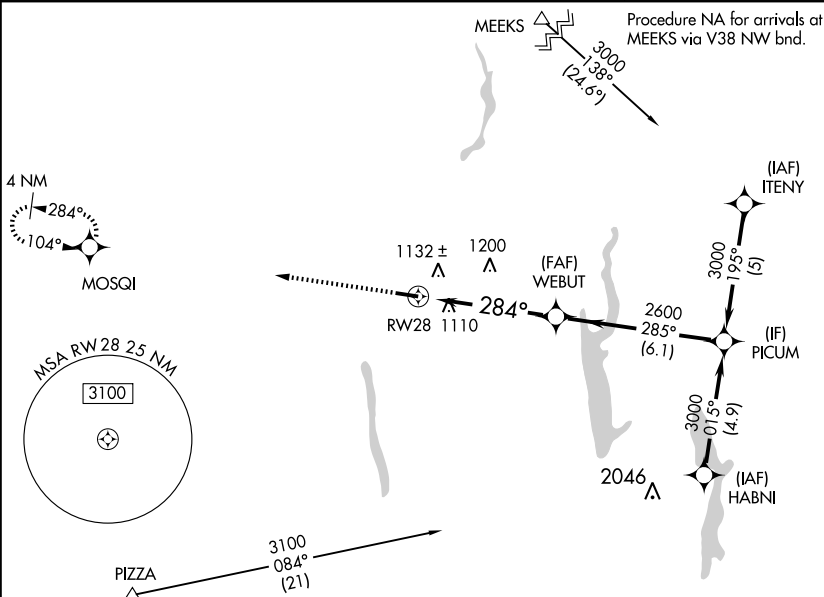
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 2600
direct MOSQI and hold.

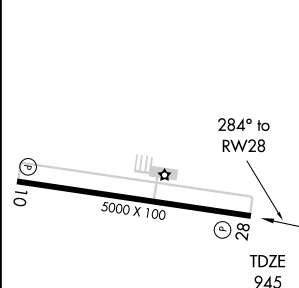
AWOS-3
119.025

COLUMBUS APP CON
120.2 317.775

UNICOM
122.7 (CTAF) ①

ELEV **945**

Procedure NA for arrivals at
PIZZA via V12 W bnd.



	2600	MOSQI		PICUM
	↑	✧		
	* LNAV only.			
			WEBUT	3000
			285°	Procedure Turn NA
			2600	GS 3.00°
				TCH 42
CATEGORY	A	B	C	D
LPV DA	1 210-1 265 (300-1)			
LNAV/ DA VNAV	1459-1¾ 514 (600-1¾)			
LNAV MDA	1420-1	475 (500-1)	1420-1¼ 475 (500-1¼)	1420-1½ 475 (500-1½)
CIRCLING	1460-1	515 (600-1)	1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwy 10 and 28
MIRL Rwy 10-28 ①

VORTAC APE 116.7 Chan 114	APP CRS 294°	Rwy Idg TDZE 945 Apt Elev 945
---	------------------------	---

VOR RWY 28

DELAWARE MUNI (DLZ)



NA

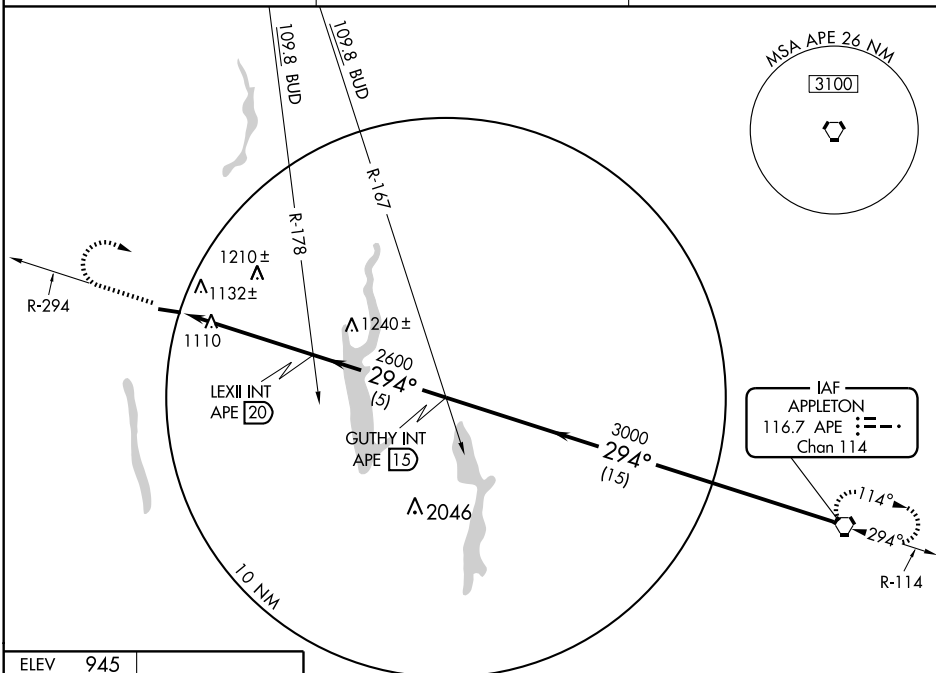
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

AWOS-3
119.025

COLUMBUS APP CON
120.2 317.775

UNICOM
122.7 (CTAF) 0



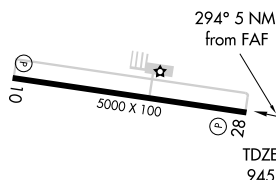
ELEV **945**

3000



APE

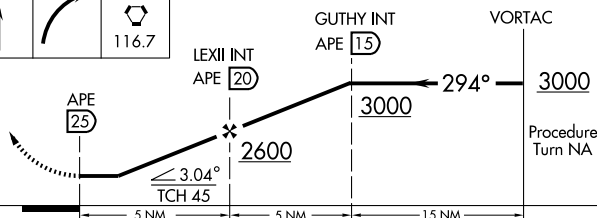
116.7



REIL Rwy 10 and 28
MIRL Rwy 10-28 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-28	1520-1 575 (600-1)	1520-1¼ 575 (600-¼)	1520-1½ 575 (600-½)	1520-1¾ 575 (600-¾)
CIRCLING	1520-1 575 (600-1)	1520-1¼ 575 (600-¼)	1520-1½ 575 (600-½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-28	1580-1 635 (700-1)	1580-1¼ 635 (700-¼)	1580-1¾ 635 (700-¾)	1580-2 635 (700-2)
CIRCLING	1580-1 635 (700-1)	1580-1¼ 635 (700-¼)	1580-1¾ 635 (700-¾)	1580-2 635 (700-2)

EAST LIVERPOOL

COLUMBIANA CO (Ø2G) 4 NW UTC-5(-4DT) N40°40.40' W80°38.49'

DETROIT

1160 B S3 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 07-25: H3503X75 (ASPH) S-12.5 MIRL 0.5% up NE

IAP

RWY 07: Trees. RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 26'.
Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Arpt unattended all major holidays. PAEW between twy and rwy. PAEW invof twy and ramp. Twy marked with reflectors. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 25 and REIL Rwy 25—CTAF.

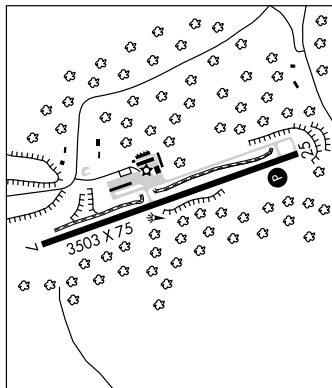
COMMUNICATIONS: CTAF/UNICOM 123.0.

① PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.51' W80°12.69' 253° 21.6 NM to fld.

1227/08W. VOR unusable 090°-140° and 310°-335°



EDDIE DEW MEML AIRPARK (See TORONTO)

ELLIOTTS LANDING (See MOUNT VICTORY)

ELYRIA (1G1) 2 S UTC-5(-4DT) N41°19.89' W82°06.02'

DETROIT

758 B FUEL 100LL NOTAM FILE CLE

L-30G

RWY 09-27: H3053X48 (ASPH) LIRL

IAP

RWY 09: Tree. RWY 27: Tree.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card.

COMMUNICATIONS: CTAF/UNICOM 122.8

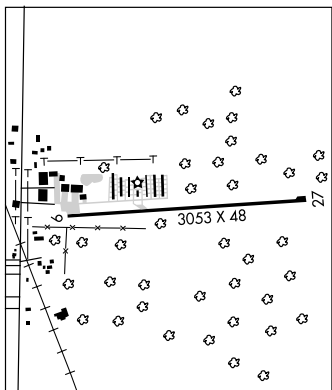
① CLEVELAND APP/DEP CON 126.35 CLNC DEL 125.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48'

W82°09.72' 125° 3.2 NM to fld. 780/5W. HIWAS

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216-898-2040.



FAIRFIELD CO (See LANCASTER)

FAYETTE CO (See WASHINGTON COURT HOUSE)

FETCH N41°12.03' W80°35.77' NOTAM FILE YNG.

DETROIT

NDB (LOM) 338 YN 322° 5.1 NM to Youngstown-Warren Regl. Unmonitored. LOM unusable bvd 10 NM.

CUTTA TWO ARRIVAL

ST-570 (FAA)

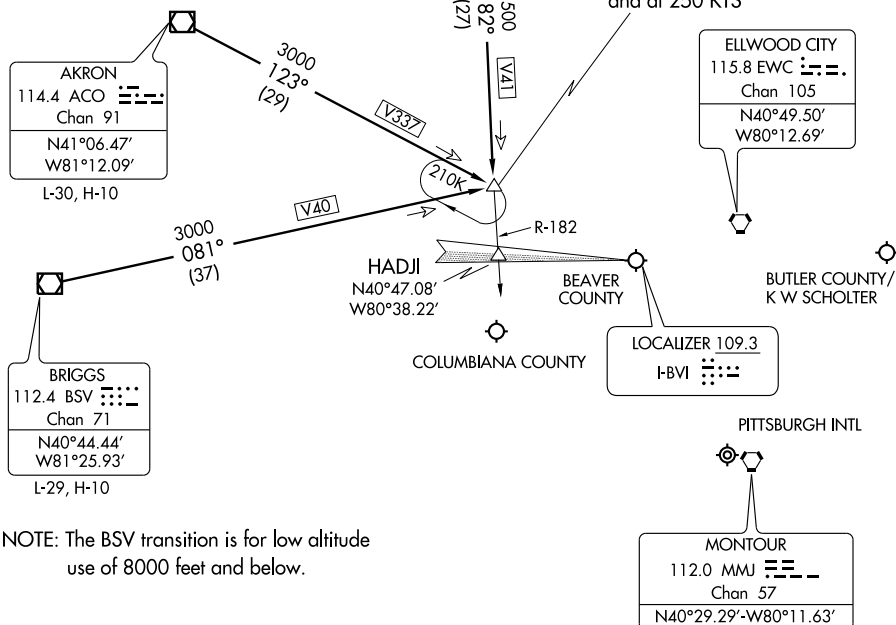
PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
121.25 337.4
BEAVER COUNTY ATIS
118.35
PITTSBURGH INTL ATIS
APR 127.25
BUTLER COUNTY/
KW SCHOLTER FIELD
AWOS-3 133.825

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86'
W80°40.48'
L-30, H-10

CUTTA
N40°52.58'-W80°38.59'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

PIT WEST FLOW:
Expect clearance to cross at 10,000'
PIT EAST FLOW:
Expect clearance to cross at 10,000'
and at 250 KTS



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

GRACE THREE ARRIVAL

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON

124.15 363.8

BEAVER COUNTY ATIS

118.35

PITTSBURGH INTL ATIS

ARR 127.25

BUTLER COUNTY/K. W. SCHOLTER FIELD

AWOS-3 133.825

FRANKLIN

109.6 FKL

CLARION

112.9 CIP

Chan 76

N41°08.78'

W79°27.48'

L-30, H-10-12

SLATE RUN

113.9 SLT

Chan 86

N41°30.77'

W77°58.21'

L-30, H-10-12

ELLWOOD CITY

115.8 EWC

Chan 105

N40°49.50'

W80°12.69'

BUTLER COUNTY/
K. W. SCHOLTER FIELDBEAVER
COUNTYCOLUMBIANA
COUNTY

PITTSBURGH INTL

MONTOUR

112.0 MMJ

Chan 57

N40°29.29'-W80°11.63'

GRACE

N40°51.41'-W79°48.04'

VERTICAL NAVIGATION

PLANNING INFORMATION:

Turbojets Landing PIT: Expect clearance to cross at 10000' and 250 K.
Non-Turbojets Landing PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8000'. Aircraft filed less than 210K expect clearance to cross at 7000'.
All Aircraft Landing Satellite Airports: Expect clearance to cross at 5000'.

PHILIPSBURG

115.5 PSB

Chan 102

N40°54.98'

W77°59.56'

L-30, H-10-12

REVLOC

110.6 REC

Chan 43

JOHNSTOWN

113.0 JST

Chan 77

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.

Direct EWC, direct Beaver County.

Direct EWC, direct Butler County/K. W. Scholter Field.

Direct EWC, direct Columbiana County.

GRACE THREE ARRIVAL

(GRACE.GRACE3)

10154

PITTSBURGH, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS
249°

Rwy Idg **3503**
TDZE **1160**
Apt Elev **1160**

RNAV (GPS) RWY 25

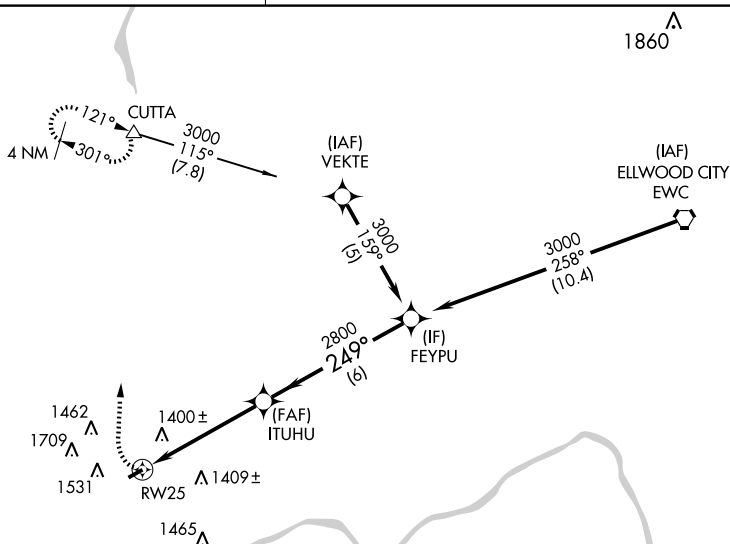
EAST LIVERPOOL/COLUMBIANA COUNTY (N2G)

V DME/DME RNP-0.3 NA
NA Use Pittsburgh Intl altimeter setting, when not received, use Wheeling, WV altimeter setting and increase all MDA 20 feet, increase Cat C visibilities ¼ mile.

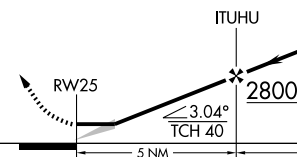
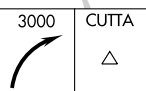
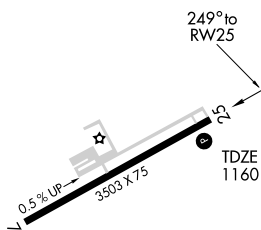
MISSED APPROACH: Climbing right turn to 3000 direct CUTTA and hold.

PITTSBURGH APP CON
124.75 338.2

UNICOM
123.0 (CTAF) 0



ELEV 1160



FEYPU 3000

Procedure Turn NA

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1760-1	600 (600-1)	1760-1½ 600 (600-1½)	NA
CIRCLING	1960-1 800 (800-1)	1960-1¼ 800 (800-1¼)	1960-2¼ 800 (800-2¼)	NA

REIL Rwy 25 **0**
MIRL Rwy 7-25 **0**

VORTAC EWC
115.8
 Chan **105**

APP CRS
253°

Rwy Idg
 TDZE **1160**
 Apt Elev **1160**

VOR RWY 25

EAST LIVERPOOL/COLUMBIANA COUNTY (R2G)

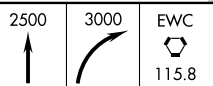
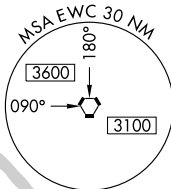
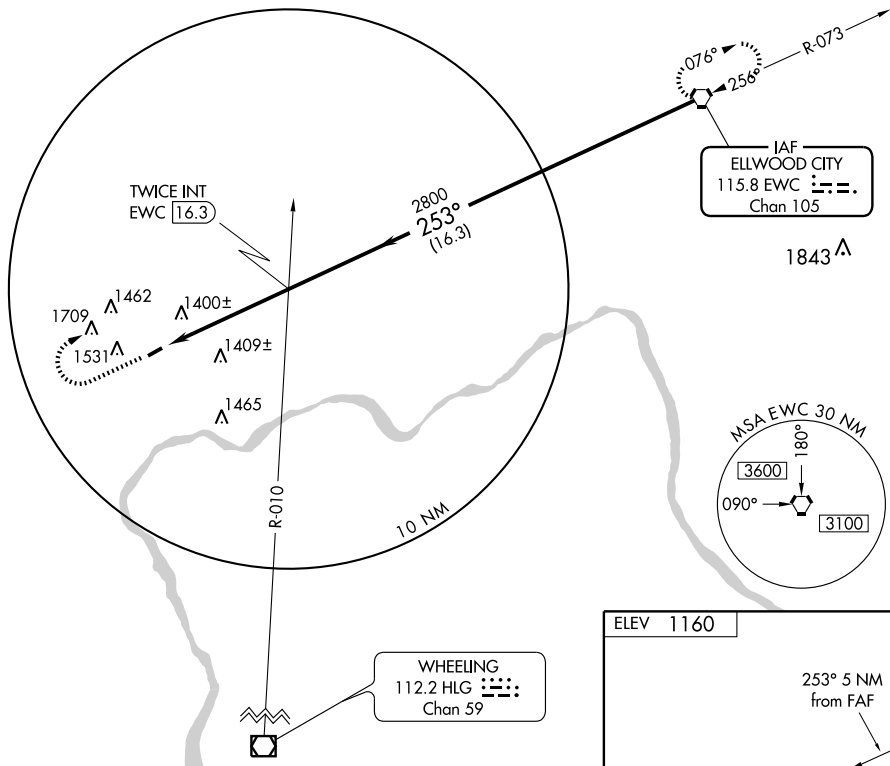


Use Pittsburgh Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing
 right turn to 3000 direct EWC VORTAC and hold.

PITTSBURGH APP CON
124.75 338.2

UNICOM
123.0 (CTAF) 0



TWICE INT
 EWC **16.3**

VORTAC

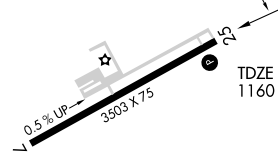
3000

Procedure
 Turn NA

VGSI and descent
 angles not coincident.

ELEV 1160

253° 5 NM
 from FAF



REIL Rwy 25 0
 MRL Rwy 7-25 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-25	1840-1 680 (700-1)	1840-1¼ 680 (700-1¼)	1840-2 680 (700-2)	NA
CIRCLING	1940-1 780 (800-1)	1940-1¼ 780 (800-1¼)	1940-2¼ 780 (800-2¼)	NA

EAST LIVERPOOL

COLUMBIANA CO (Ø2G) 4 NW UTC-5(-4DT) N40°40.40' W80°38.49'

DETROIT

1160 B S3 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 07-25: H3503X75 (ASPH) S-12.5 MIRL 0.5% up NE

IAP

RWY 07: Trees. RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 26'.
Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Arpt unattended all major holidays. PAEW between twy and rwy. PAEW invof twy and ramp. Twy marked with reflectors. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 25 and REIL Rwy 25-CTAF.

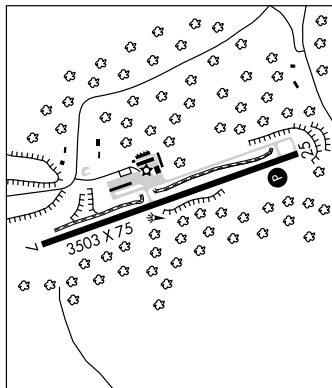
COMMUNICATIONS: CTAF/UNICOM 123.0.

® PITTSBURGH APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.51' W80°12.69' 253° 21.6 NM to fld.

1227/08W. VOR unusable 090°-140° and 310°-335°



EDDIE DEW MEML AIRPARK (See TORONTO)

ELLIOTTS LANDING (See MOUNT VICTORY)

ELYRIA (1G1) 2 S UTC-5(-4DT) N41°19.89' W82°06.02'

DETROIT

758 B FUEL 100LL NOTAM FILE CLE

L-30G

RWY 09-27: H3053X48 (ASPH) LIRL

IAP

RWY 09: Tree. RWY 27: Tree.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card.

COMMUNICATIONS: CTAF/UNICOM 122.8

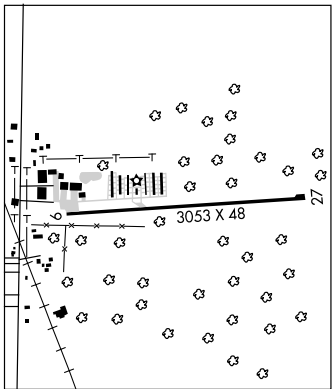
® CLEVELAND APP/DEP CON 126.35 CLNC DEL 125.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48'

W82°09.72' 125° 3.2 NM to fld. 780/5W. HIWAS

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216-898-2040.



FAIRFIELD CO (See LANCASTER)

FAYETTE CO (See WASHINGTON COURT HOUSE)

FETCH N41°12.03' W80°35.77' NOTAM FILE YNG.

DETROIT

NDB (LOM) 338 YN 322° 5.1 NM to Youngstown-Warren Rgnl. Unmonitored. LOM unusable bvd 10 NM.

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND DEP CON
126.35 346.32


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

TAKE-OFF MINIMUMS:

Rwy 9: ATC climb of 240 feet per NM to 2800'.
Rwy 27: ATC climb of 250 feet per NM to 2800'.

ALPHE


3000
324°
(99)

N

HUDDZ

3000

*2200

267°

(22)

AMRST

NOTE: DME/DME/IRU or GPS required

NOTE: RNAV 1

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

ELYRIA, OHIO
ELYRIA (1G1)

EC-2, 26 AUG 2010 to 23 SEP 2010

AMRST TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF MINIMUMS:

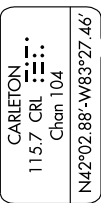
RWys 9, 27: STANDARD.

NOTE: RADAR REQUIRED

..... or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition).
Expect filed altitude/flight level ten (10) minutes after departure.

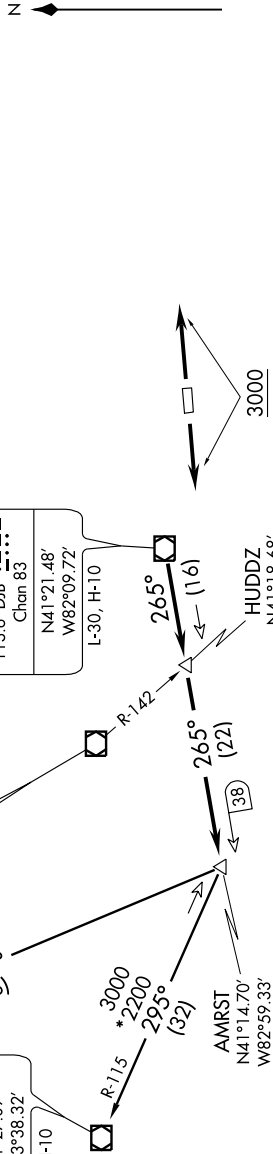
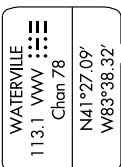
CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.



TAKE-OFF OBSTACLES:

Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.



NOTE: Chart not to scale.

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

ELYRIA, OHIO
ELYRIA (1G1)

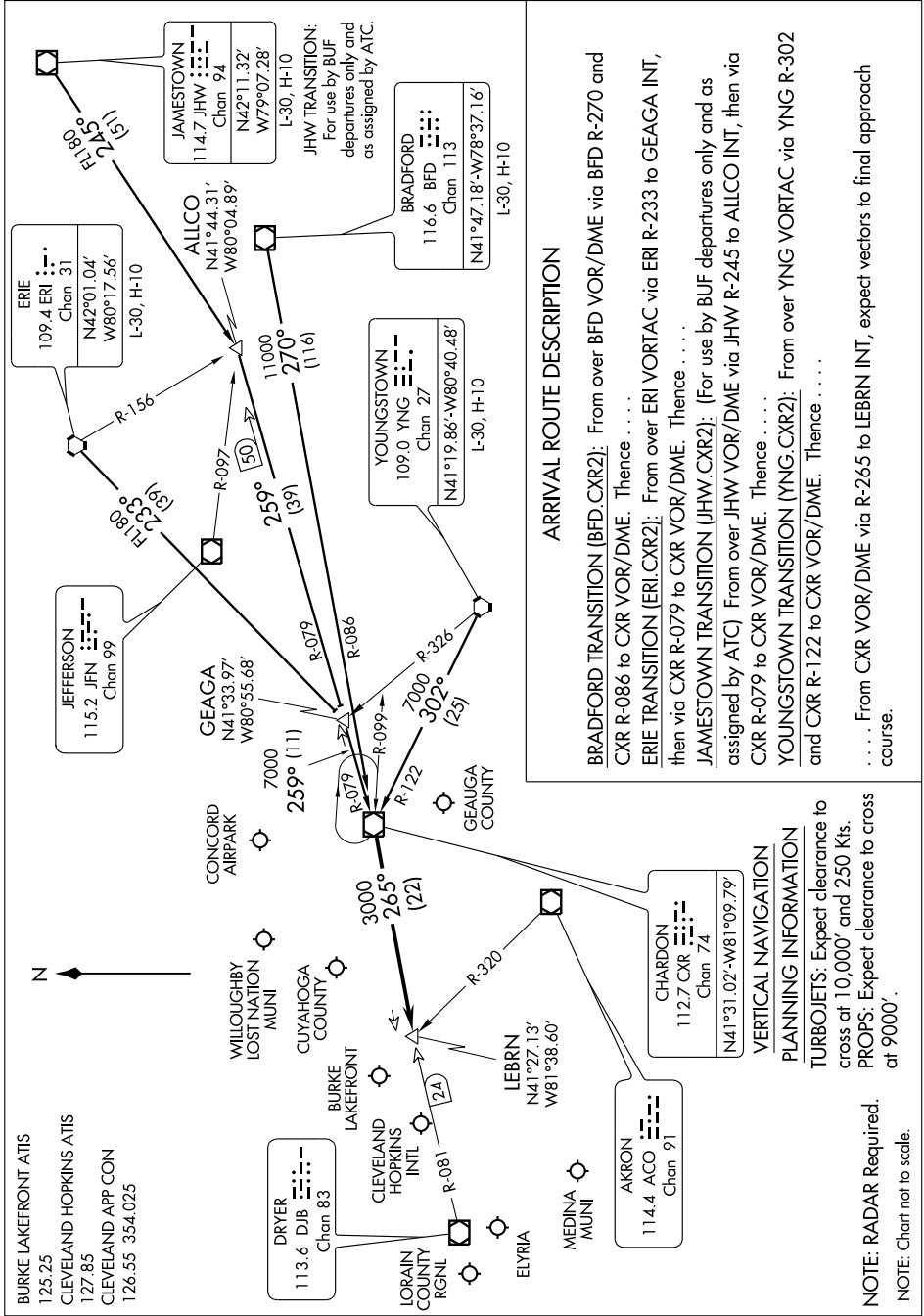
EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

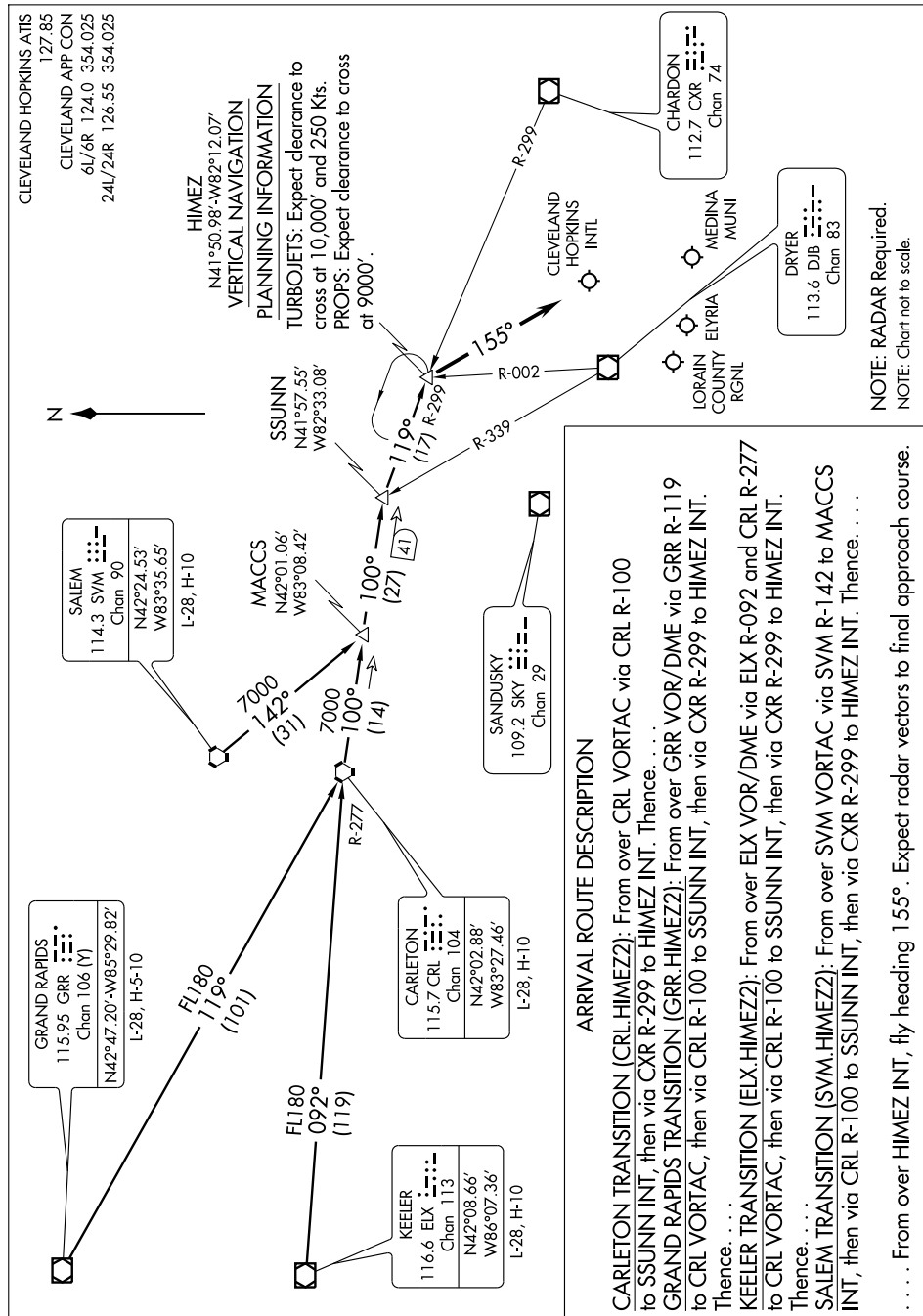
CLEVELAND, OHIO

HIMEZ TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



HIMEZ TWO ARRIVAL

(MACCS.HIMEZ2) 07354

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence, . . .

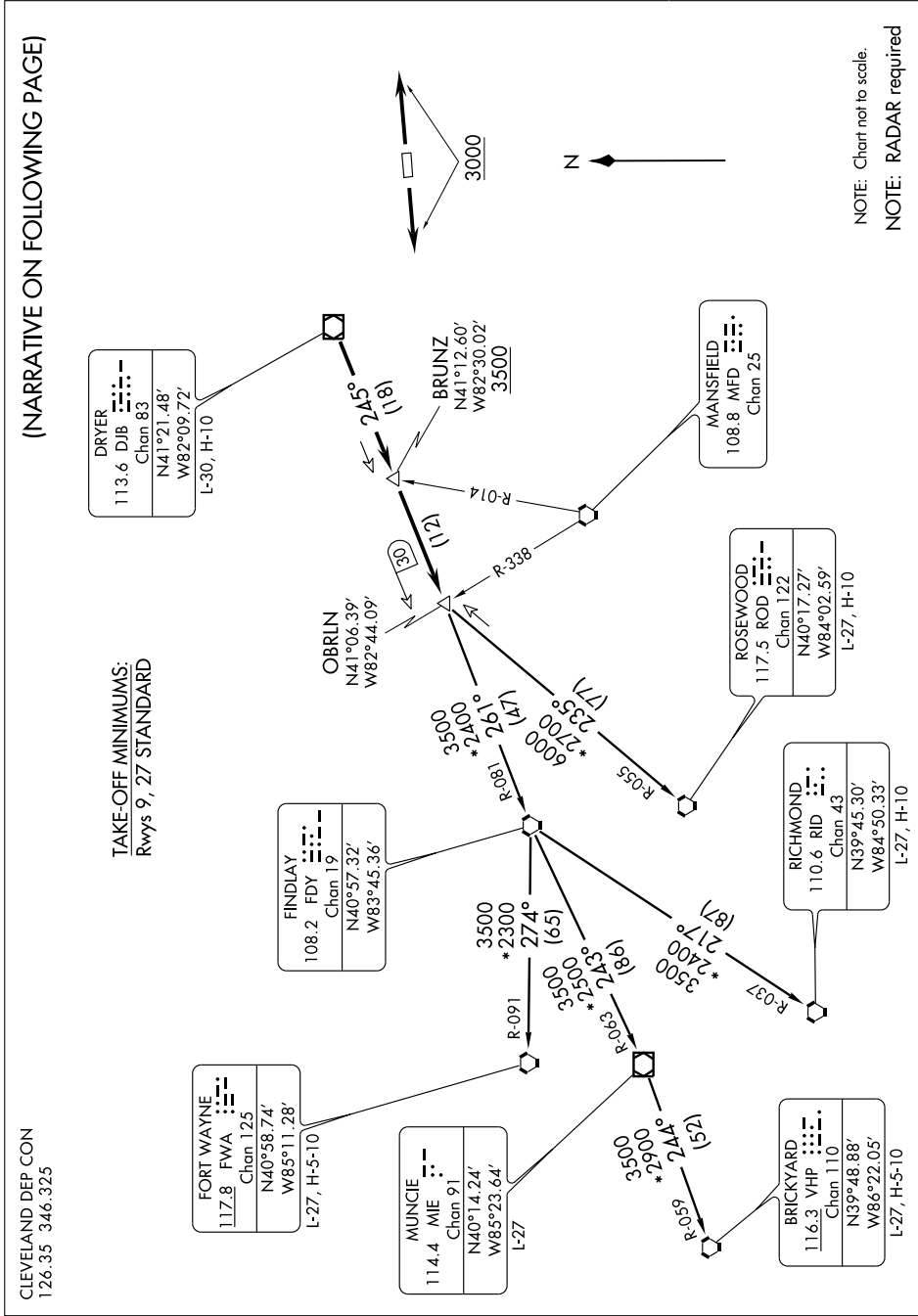
TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.



OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.

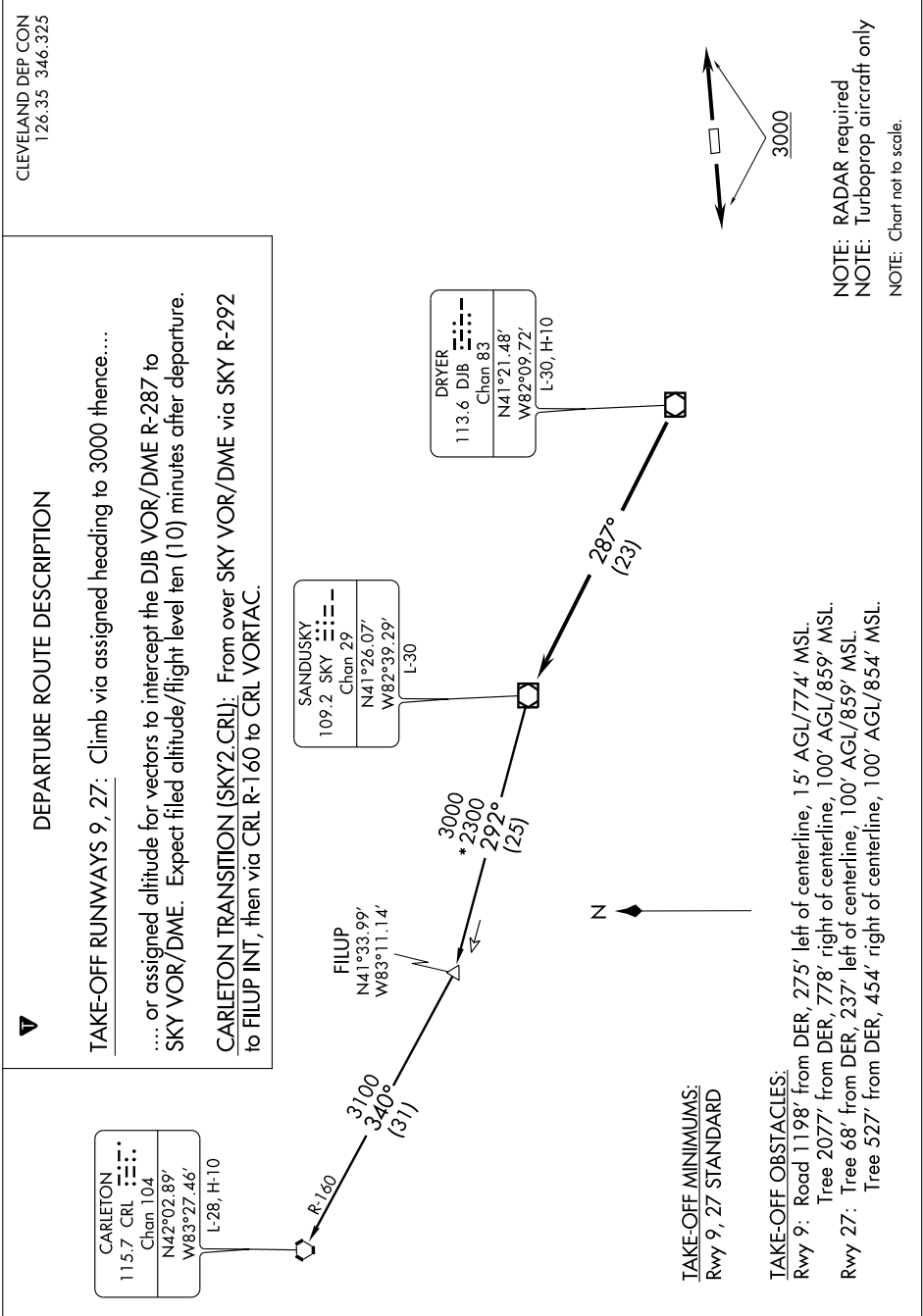
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.

Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.

Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



VOR/DME DJB
113.6
Chan **83**

APP CRS
125°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	758

N/A
N/A
758

VOR or GPS-A
ELYRIA (1G1)

ELYRIA (1G1)



Use Cleveland Hopkins Intl altimeter setting.



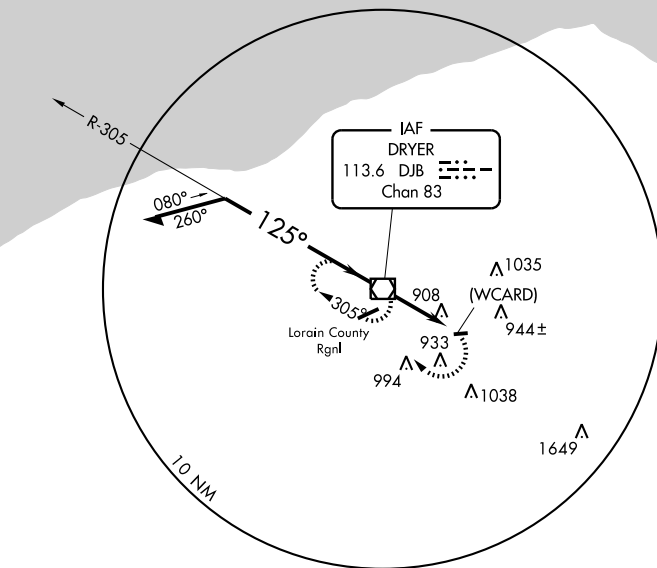
NA

MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

CLNC DEL
125.7

UNICOM
122.8 (CTAF)



MSA DJB 23 NM

3100

 $\Lambda_{1949 \pm}$

Remain
within 10 NM

VOR/DME

300

DJB

3000

2200

(WCARD)
DJB 3.1

—

ELEV 758

125° 3.1 NM
from FAF



LIRL Rwy 9-27

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

ELYRIA, OHIO

Amdt 7B 26AUG10

ELYRIA (1G1)

VOR or GPS-A

41°20'N - 82°06'W

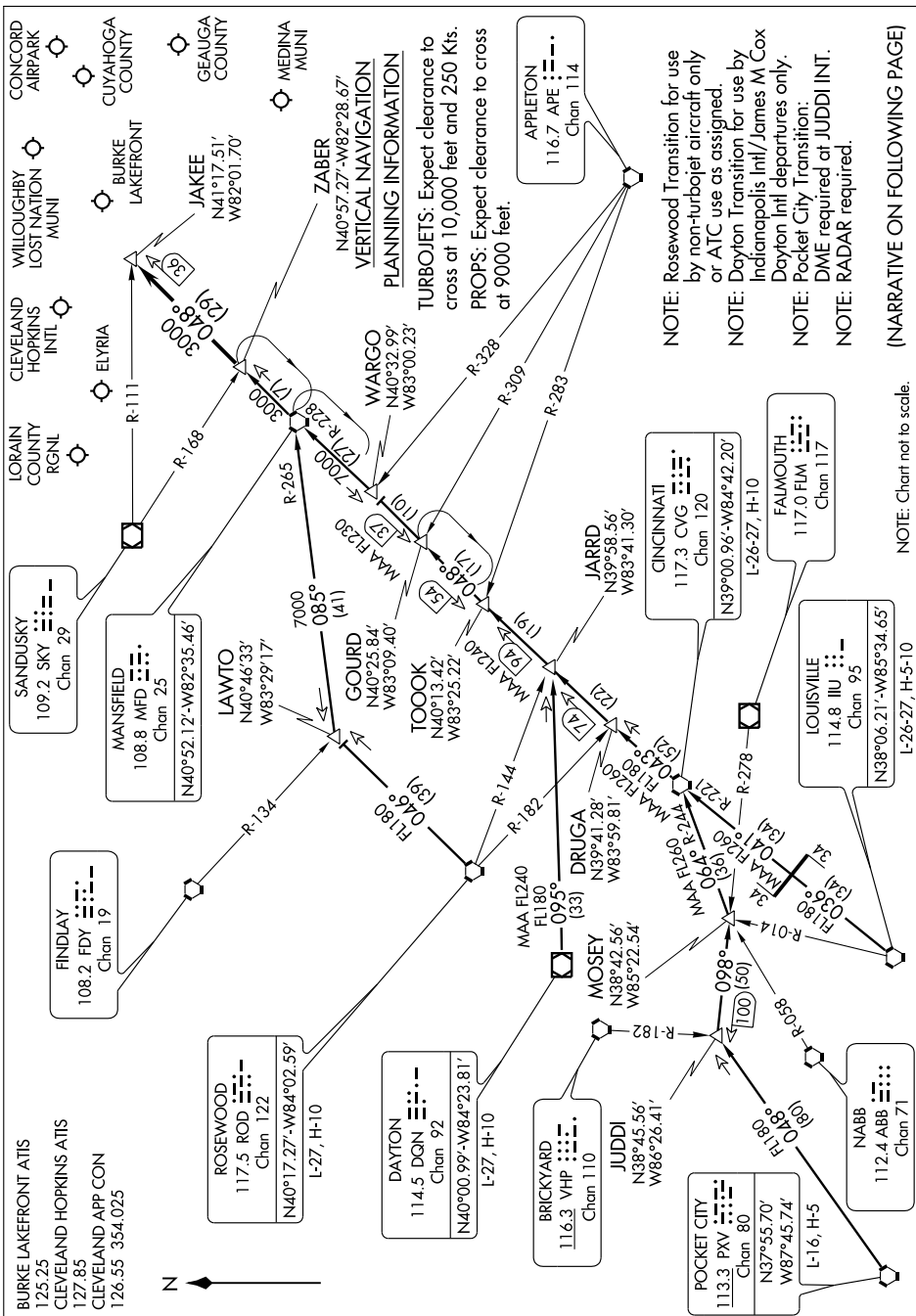
EC-2. 26 AUG 2010 to 23 SEP 2010

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



NOTE: Chart not to scale.

1-26-27 H-5-10

(NARRATIVE ON FOLLOWING PAGE)

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354

CLEVELAND, OHIO

EC-2. 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

FINDLAY (FDY) 1 SW UTC-5(-4DT) N41°00.72' W83°40.12'

813 B FUEL 100LL, JET A NOTAM FILE FDY

RWY 18-36: H6498X100 (ASPH) S-100, D-160, 2S-175, 2D-280 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31'.

RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55'. Trees.

RWY 07-25: H5883X100(ASPH) S-100, D-160, 2S-175,
2D-280 HIRLRWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39'. Thld displcd 324'.
Bridge.

RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36'. Thld displcd 999'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5251 TODA-5251 ASDA-4881 LDA-4558

RWY 25: TORA-5786 TODA-5786 ASDA-5558 LDA-4558

AIRPORT REMARKS: Attended Sep-May Mon-Fri 1200-0100Z†, Jun-Aug
Mon-Fri 1200-0200Z†, Sat-Sun 1400-2300Z†. Rwy 07-25 sfc
has cracks and loose aggregate. ACTIVATE HIRL Rwy 07-25 and
Rwy 18-36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF.

PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.

WEATHER DATA SOURCES: ASOS 124.425 (419) 427-8524.**COMMUNICATIONS:** CTAF/UNICOM 122.725RCO 122.1R 108.2T (CLEVELAND RADIO) RCO 122.65 122.2
(CLEVELAND RADIO)

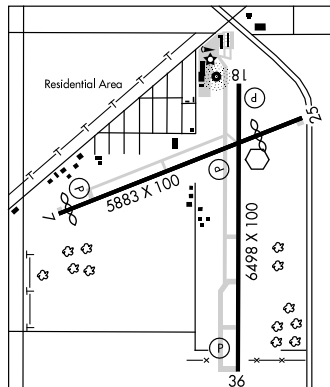
Ⓡ TOLEDO APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

(L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 051° 5.2 NM to fld. 820/2W.

MARATHON (T) VORW 114.9 MAH N41°00.89' W83°39.86' at fld. Unmonitored.

BENTON RIDGE NDB (MHW) 334 BNR N41°01.27' W83°40.15' at fld. Unmonitored.



DETROIT

H-106, L-28J

IAP

FOSTORIA METRO (FZI) 2 NE UTC-5(-4DT) N41°11.45' W83°23.59'

752 B S4 FUEL 100LL, JET A NOTAM FILE CLE

RWY 09-27: H5005X100 (ASPH) S-30, D-35, 2D-52 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees. RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. FBO ops Mon-Sat 1200-2100Z†. PAPI Rwy 09 and 27 on low
ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and
27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.**WEATHER DATA SOURCES:** AWOS-3 124.625 (419) 436-0053.**COMMUNICATIONS:** CTAF/UNICOM 122.7

FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)

Ⓡ TOLEDO APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 051° 21.7 NM to fld. 820/2W.

NDB (MHW) 379 FZI N41°11.36' W83°23.83' at fld. NOTAM FILE CLE.

DETROIT

H-11A, L-28J, 29A

IAP

FREMONT**FREMONT** (14G) 2 SW UTC-5(-4DT) N41°19.99' W83°09.67'

663 B S4 FUEL 80, 100LL NOTAM FILE CLE

RWY 09-27: H4137X60 (ASPH) S-13 LIRL

RWY 09: REIL. VASI(NSTD). Thld displcd 126'. Road. RWY 27: Trees.

RWY 18-36: 2238X130 (TURF)

RWY 18: Trees. RWY 36: P-line.

AIRPORT REMARKS: Attended Mon-Sat 1300Z†-2200Z†, Sun 1700Z†-2200Z†. For fuel after hrs call 419-332-8037.
ACTIVATE LIRL Rwy 09-27; REIL Rwy 09 and rotating bcn—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ TOLEDO APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 110° 22.7 NM to fld. 660/2W.

DETROIT

L-28J

IAP

APP CRS	Rwy Idg	4558
074°	TDZE	809
	Apt Elev	813

RNAV (GPS) RWY 7

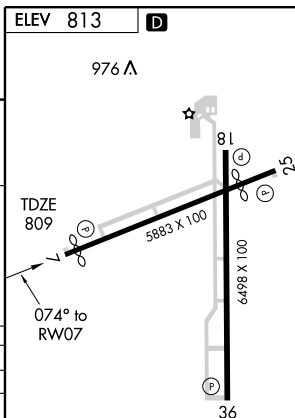
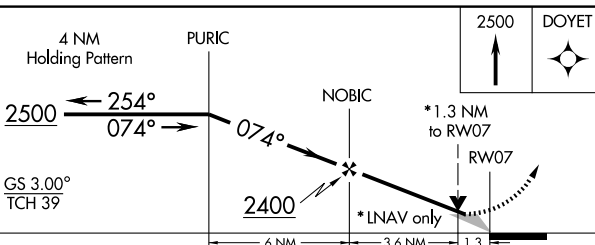
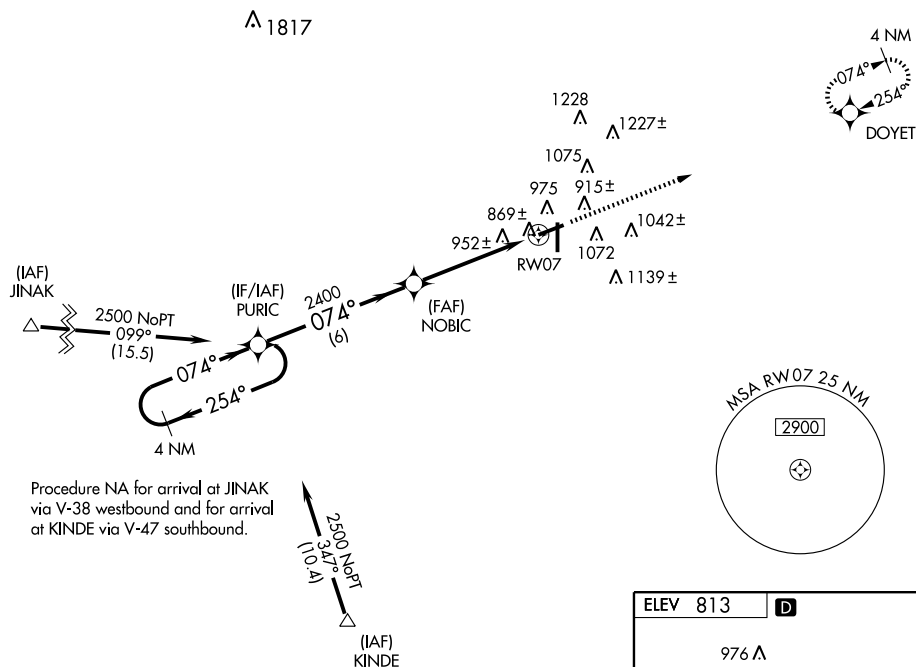
NA If local altimeter setting not received, use Lima Allen County altimeter setting and increase DA to 1280 feet, increase all MDAs 80 feet. Baro-VNAV and VDP NA with Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500
direct DOYET WP and hold.

ASOS
124,425

TOLEDO APP CON
120.8 317.55

UNICOM
122.725 (CTAF) **L**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1200-1½ 391 (400-1½)			
LNAV MDA	1260-1 451 (500-1)	1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)	
CIRCLING	1440-1½ 627 (700-1½)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)	

HIRL Rwy 18-36 and 7-25 **L**
REIL Rwy 7, 18, 25 and 36 **L**

WAAS CH 70405 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev 813 813	6498
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RNAV (GPS) RWY 18

FINDLAY (FDY)

▼ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
▲ VDP and Baro-VNAV NA when using Lima Allen County altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

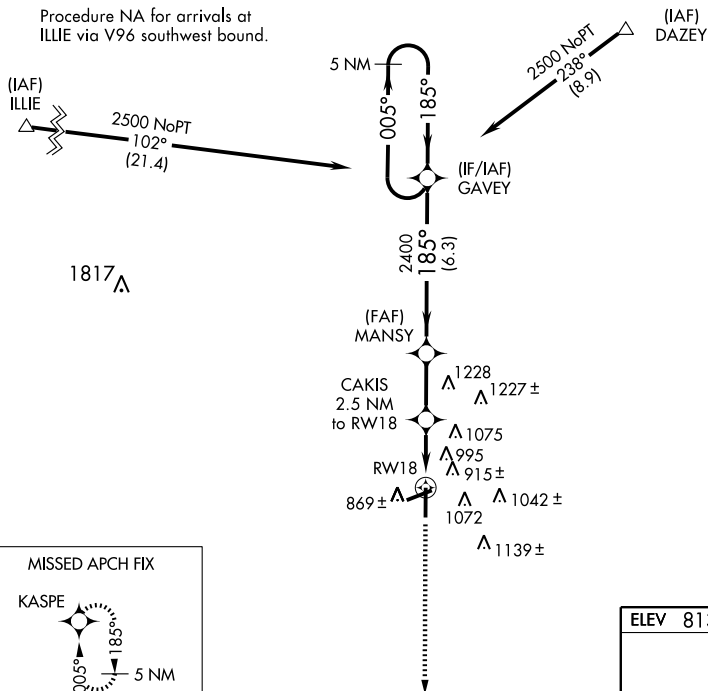
MISSED APPROACH: Climb to 2600 direct KASPE and hold.

ASOS
124.425

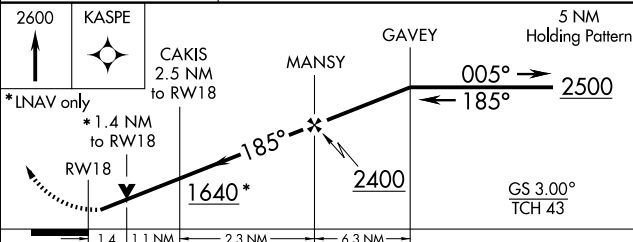
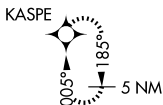
TOLEDO APP CON
120.8 317.55

UNICOM
122.725 (CTAF) 0

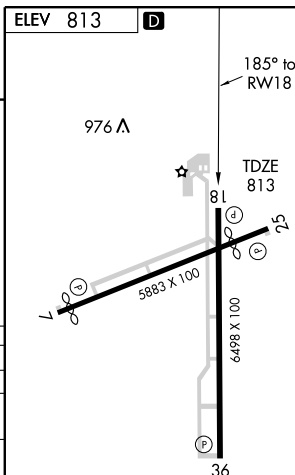
Procedure NA for arrivals at
ILLIE via V96 southwest bound.



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	1063-1		250 (300-1)	
LNAV/VNAV DA	1320-1¾		507 (600-1¾)	
LNAV MDA	1300-1	487 (500-1)	1300-1½ 487 (500-1½)	1300-1½ 487 (500-1½)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



HIRL Rwy 18-36 and 7-25
REIL Rwy 7, 18, 25 and 36

WAAS CH 56405 W25A	APP CRS 254°	Rwy Idg TDZE Apt Elev 4558 812 813
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RNAV (GPS) RWY 25

FINDLAY (FDY)

▼ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct PURIC and hold.

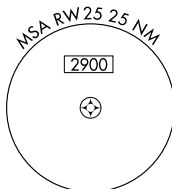
ASOS
124.425

TOLEDO APP CON
120.8 317.55

UNICOM
122.725 (CTAF) 0

△ 1817

(IAF) DAZEY
2500 NoPT
170°
(1.3)



1228 △
1075 △
RW25
869 ±
915 ±
921
1227 ±
1039
2500
254°
(6.1)
(FAF) EPEYE
1042 ±
1072
1139 ±

4 NM
074°
254°

Procedure NA for arrivals at DUSKY via V8 East bound.

2500 NoPT
318°
(14.7)
(IAF) DUSKY

For LNAV/VNAV fly visual to airport, 254° -1.8 NM.

074°
254°
4 NM
PURIC

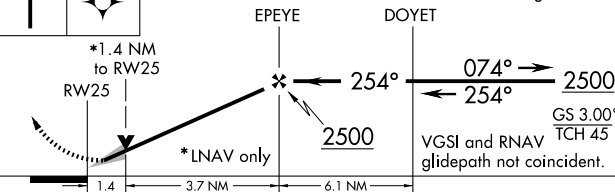
ELEV 813

D

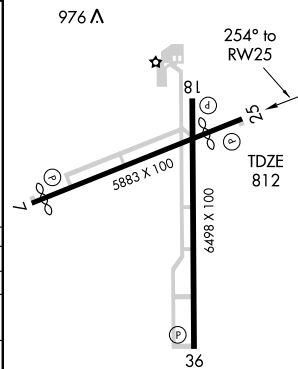
2500
↑
PURIC

For LNAV/VNAV fly visual to airport, 254° -1.8 NM.

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1116-1		304 (400-1)	
LNAV/VNAV DA	1411-2		599 (600-2)	
LNAV MDA	1280-1	468 (500-1)	1280-1½ 468 (500-1½)	1280-1½ 468 (500-1½)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



HIRL Rwy 18-36 and 7-25 0
REIL Rwy 7, 18, 25 and 36 0

WAAS CH 72705 W36A	APP CRS 005°	Rwy Idg 6498 TDZE 808 Apt Elev 813
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RNAV (GPS) RWY 36
FINDLAY (FDY)

FINDLAY (FDY)

- T** If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct GAVEY and hold.

ASOS
124.425

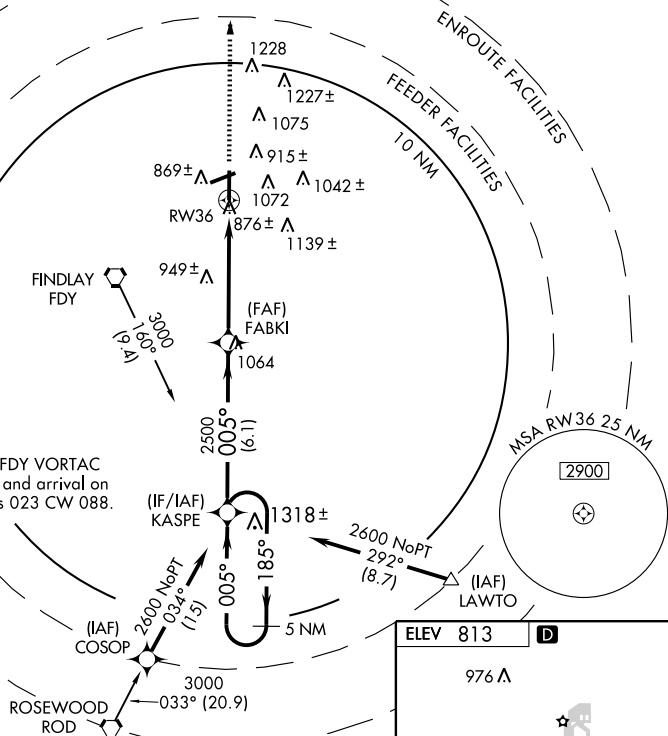
TOLEDO APP CON
120.8 317.55

UNICOM
122.725 (CTAF) **L**

MISSED APCH FIX



Procedure NA for arrival on FDY VORTAC
airway radials 097 CW 200 and arrival on
ROD VORTAC airway radials 023 CW 088

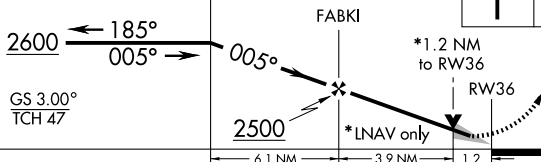


5 NM
Holding Pattern

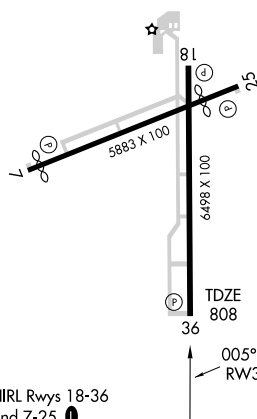
KASPE

250

GAVEY



CATEGORY	A	B	C	D
LPV DA	1106-1 298 (300-1)			
RNAV/ VNAV DA	1229-1½ 421 (500-1½)			
RNAV MDA	1220-1 412 (500-1)	1220-1¼ 412 (500-1¼)		
CIRCLING	1440-1 627 (700-1)	1440-1¾ 627 (700-1¾)		1440-2 627 (700-2)



HIRL Rwy 18-36
and 7-25 **L**
REIL Rwy 7, 18,

VORTAC FDY 108.2 Chan 19	APP CRS 048°	Rwy Idg 4558 TDZE 809 Apt Elev 813
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VOR RWY 7

FINDLAY (FDY)

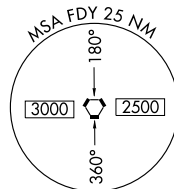
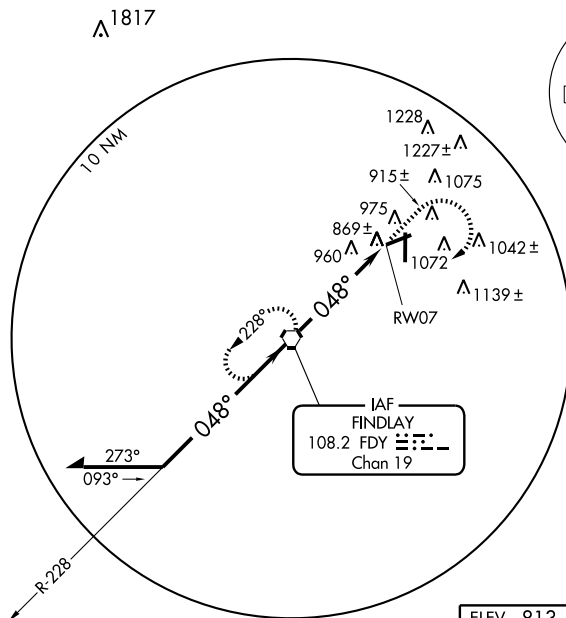
▼ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.
▲ VDP NA with Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

ASOS
124.425

TOLEDO APP CON
120.8 317.55

UNICOM
122.725 (CTAF) 0



Remain
within 10 NM

VORTAC

2500

FDY

108.2

2500

228°

048°

2400

3.05°

TCH 39

3.6 NM

1.3 NM

FDY

3.6

RW07

FDY

4.8

ELEV 813

D

976 A

TDZE

809

048° 4.8 NM

from FAF

5883 X 100

6498 X 100

36

25

18-36

and 7-25

REIL Rwy 7, 18, 25 and 36

FAF to MAP 4.8 NM

CATEGORY

A

B

C

D

S-7

1260-1

451 (500-1)

1260-1¼

451 (500-1¼)

1260-1½

451 (500-1½)

CIRCLING

1440-1

627 (700-1)

1440-1¾

627 (700-1¾)

1440-2

627 (700-2)

FAF to MAP 4.8 NM

Knots

60

90

120

150

180

Min:Sec

4:48

3:12

2:24

1:55

1:36

VOR MAH 114.9	APP CRS 253°	Rwy Idg 4558
	TDZE 812	
	Apt Elev 813	

VOR RWY 25

FINDLAY (FDY)

▼ If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.

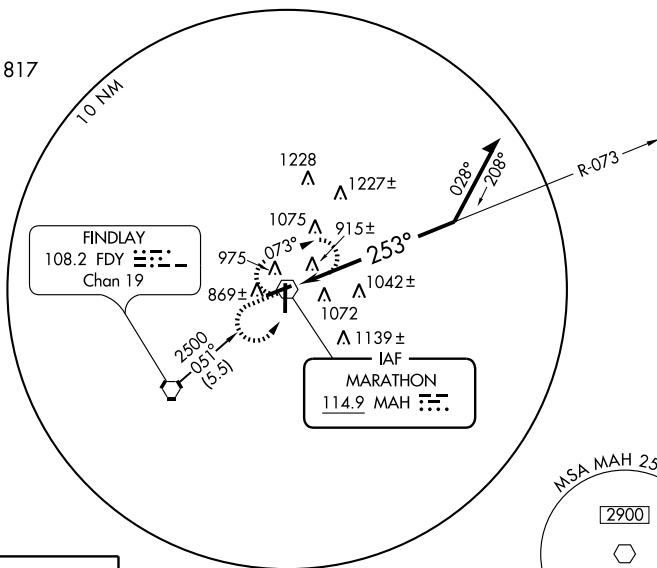
MISSED APPROACH: Climb to 2500 then left turn direct MAH VOR and hold.

ASOS
124.425

TOLEDO APP CON
120.8 317.55

UNICOM
122.725 (CTAF) 0

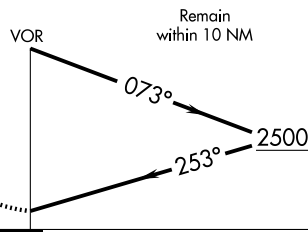
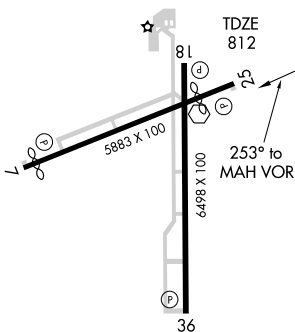
▲ 1817



ELEV **813**

D

976 **▲**



HIRL Rwy 18-36 and 7-25 **0**
REIL Rwy 7, 18, 25 and 36 **0**

CATEGORY	A	B	C	D
S-25	1500-1 688 (700-1)		1500-2 688 (700-2)	1500-2 1/4 688 (700-2 1/4)
CIRCLING	1500-1 687 (700-1)		1500-2 687 (700-2)	1500-2 1/4 687 (700-2 1/4)

VOR MAH 114.9	APP CRS 007°	Rwy ldg TDZE Apt Elev	6500 808 813
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VOR RWY 36

FINDLAY (FDY)

▼ When local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDA 80 feet and increase all Cat C/D visibilities ¼ mile.

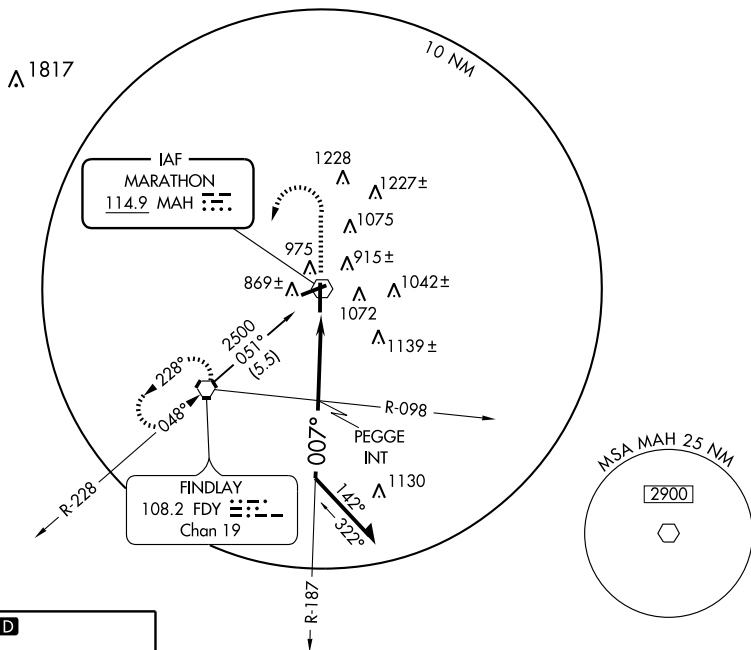
▲ NA

MISSED APPROACH: Climb to 2500 then left turn direct FDY VORTAC and hold.

ASOS
124.425

TOLEDO APP CON
120.8 317.55

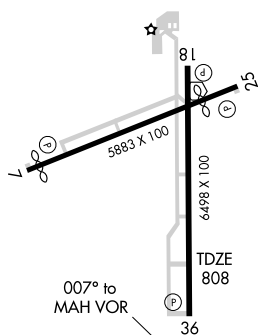
UNICOM
122.725 (CTAF) 0



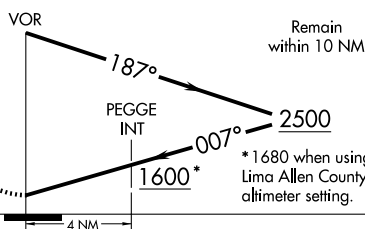
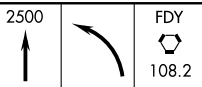
ELEV 813

D

976 A



HIRL Rwy 18-36
and 7-25 **0**
REIL Rwy 7, 18, 25 and 36 **0**



*1680 when using
Lima Allen County
altimeter setting.

CATEGORY	A	B	C	D
S-36	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 787 (800-1)	1600-1¼ 787 (800-1¼)	1600-2¼ 787 (800-2¼)	1600-2½ 787 (800-2½)

PEGGE FIX MINIMUMS

S-36	1200-1 392 (400-1)			1200-1¼ 392 (400-1¼)
CIRCLING	1440-1 627 (700-1)			1440-2 627 (700-2)

FINDLAY (FDY) 1 SW UTC-5(-4DT) N41°00.72' W83°40.12'

813 B FUEL 100LL, JET A NOTAM FILE FDY

RWY 18-36: H6498X100 (ASPH) S-100, D-160, 2S-175, 2D-280 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31'.

RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55'. Trees.

RWY 07-25: H5883X100(ASPH) S-100, D-160, 2S-175,
2D-280 HIRLRWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39'. Thld displcd 324'.
Bridge.

RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36'. Thld displcd 999'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5251 TODA-5251 ASDA-4881 LDA-4558

RWY 25: TORA-5786 TODA-5786 ASDA-5558 LDA-4558

AIRPORT REMARKS: Attended Sep-May Mon-Fri 1200-0100Z†, Jun-Aug
Mon-Fri 1200-0200Z†, Sat-Sun 1400-2300Z†. Rwy 07-25 sfc
has cracks and loose aggregate. ACTIVATE HIRL Rwy 07-25 and
Rwy 18-36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF.

PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.

WEATHER DATA SOURCES: ASOS 124.425 (419) 427-8524.**COMMUNICATIONS:** CTAF/UNICOM 122.725RCO 122.1R 108.2T (CLEVELAND RADIO) RCO 122.65 122.2
(CLEVELAND RADIO)

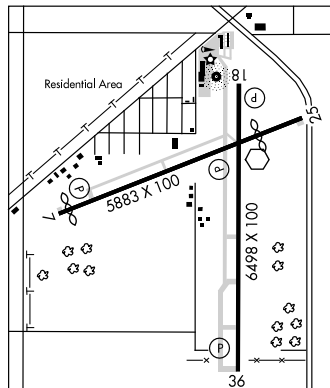
Ⓡ TOLEDO APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

(L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 051° 5.2 NM to fld. 820/2W.

MARATHON (T) VORW 114.9 MAH N41°00.89' W83°39.86' at fld. Unmonitored.

BENTON RIDGE NDB (MHW) 334 BNR N41°01.27' W83°40.15' at fld. Unmonitored.



DETROIT

H-106, L-28J

IAP

FOSTORIA METRO (FZI) 2 NE UTC-5(-4DT) N41°11.45' W83°23.59'

752 B S4 FUEL 100LL, JET A NOTAM FILE CLE

RWY 09-27: H5005X100 (ASPH) S-30, D-35, 2D-52 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees. RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. FBO ops Mon-Sat 1200-2100Z†. PAPI Rwy 09 and 27 on low
ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and
27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.**WEATHER DATA SOURCES:** AWOS-3 124.625 (419) 436-0053.**COMMUNICATIONS:** CTAF/UNICOM 122.7

FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)

Ⓡ TOLEDO APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 051° 21.7 NM to fld. 820/2W.

NDB (MHW) 379 FZI N41°11.36' W83°23.83' at fld. NOTAM FILE CLE.

DETROIT

H-11A, L-28J, 29A

IAP

FREMONT**FREMONT** (14G) 2 SW UTC-5(-4DT) N41°19.99' W83°09.67'

663 B S4 FUEL 80, 100LL NOTAM FILE CLE

RWY 09-27: H4137X60 (ASPH) S-13 LIRL

RWY 09: REIL. VASI(NSTD). Thld displcd 126'. Road. RWY 27: Trees.

RWY 18-36: 2238X130 (TURF)

RWY 18: Trees. RWY 36: P-line.

AIRPORT REMARKS: Attended Mon-Sat 1300Z†-2200Z†, Sun 1700Z†-2200Z†. For fuel after hrs call 419-332-8037.
ACTIVATE LIRL Rwy 09-27; REIL Rwy 09 and rotating bcn—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ TOLEDO APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 110° 22.7 NM to fld. 660/2W.

DETROIT

L-28J

IAP

NDB FZI 379	APP CRS 268°	Rwy Idg TDZE Apt Elev	5005 752 752
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NDB RWY 27

FOSTORIA METROPOLITAN (F'ZI)

▼
▲ NA

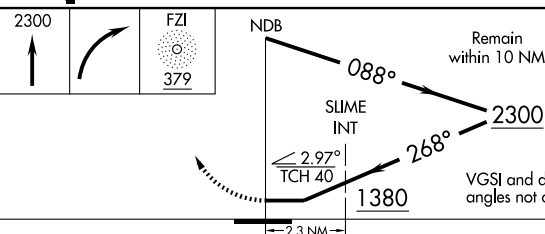
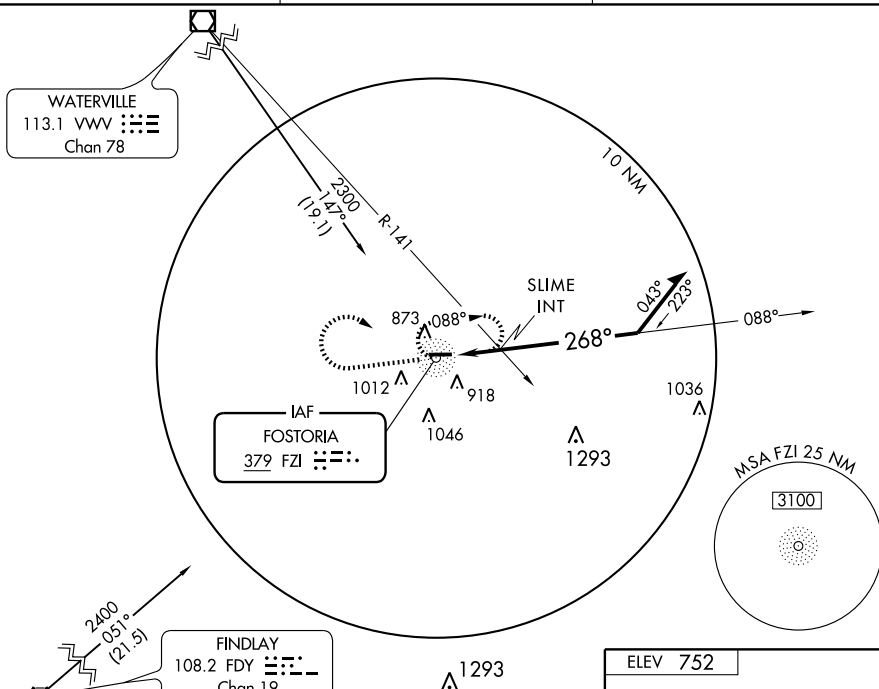
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then right turn direct FZI NDB and hold.

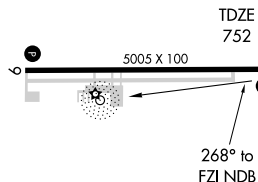
AWOS-3
124.625

TOLEDO APP CON
126.1 307.0

UNICOM
122.7 (CTAF) 0



ELEV 752



CATEGORY	A	B	C	D
S-27	1380-1	628 (700-1)	1380-1¼ 628 (700-1¼)	NA
CIRCLING	1380-1	628 (700-1)	1380-1¼ 628 (700-1¼)	NA
SLIME INT MINIMUMS				
S-27	1240-1	488 (500-1)	1240-1¼ 488 (500-1¼)	NA
CIRCLING	1300-1 548 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA

REIL Rwy 9 and 27 0
MIRL Rwy 9-27 0

WAAS CH 45819 W27A	APP CRS 275°	Rwy Idg TDZE Apt Elev	5005 752 752
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RNAV (GPS) RWY 27

FOSTORIA METROPOLITAN (FZI)



NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV all Cals and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Findlay altimeter setting.

MISSED APPROACH:
Climb to 2500 direct DAVVS and track 224° to FDY VORTAC and hold.

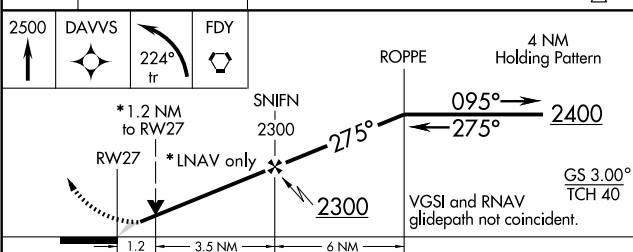
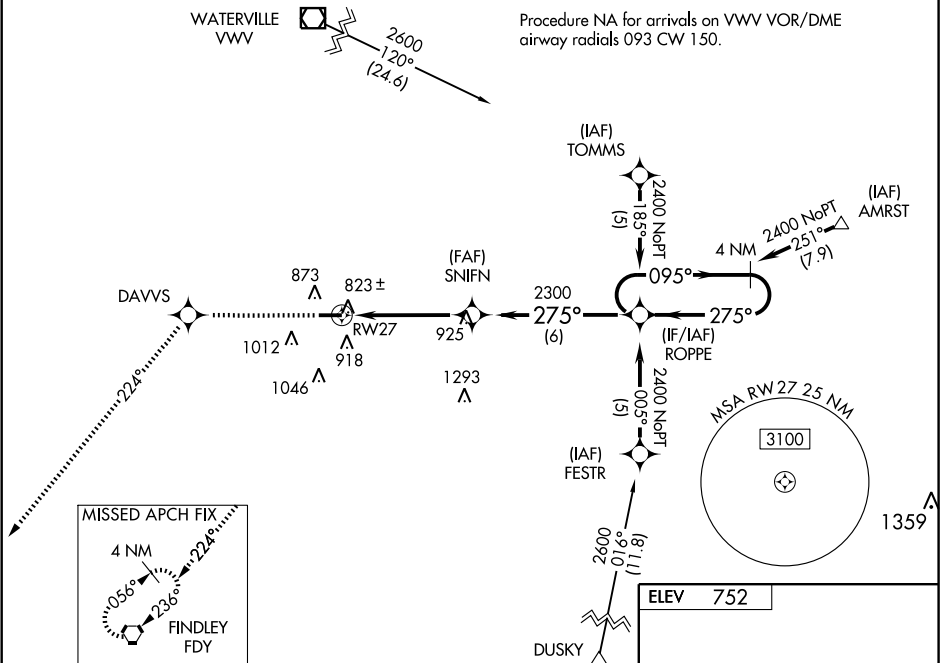
AWOS-3
124.625

TOLEDO APP CON
126.1 307.0

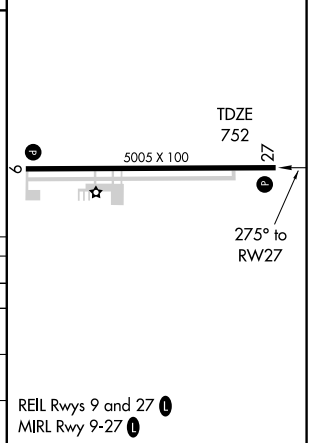
UNICOM
122.7 (CTAF)

WATERVILLE
VWV

Procedure NA for arrivals on VWV VOR/DME
airway radials 093 CW 150.



CATEGORY	A	B	C	D
LPV DA	1002-1 250 (300-1)			
LNAV/VNAV DA	1131-1¼ 379 (400-1¼)			
LNAV MDA	1160-1 408 (500-1)	1160-1¼ 408 (500-1¼)		
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA



VORTAC FDY 108.2 Chan 19	APP CRS 051°	Rwy Idg TDZE Apt Elev	N/A N/A 752
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VOR-A
FOSTORIA METROPOLITAN (F/ZI)



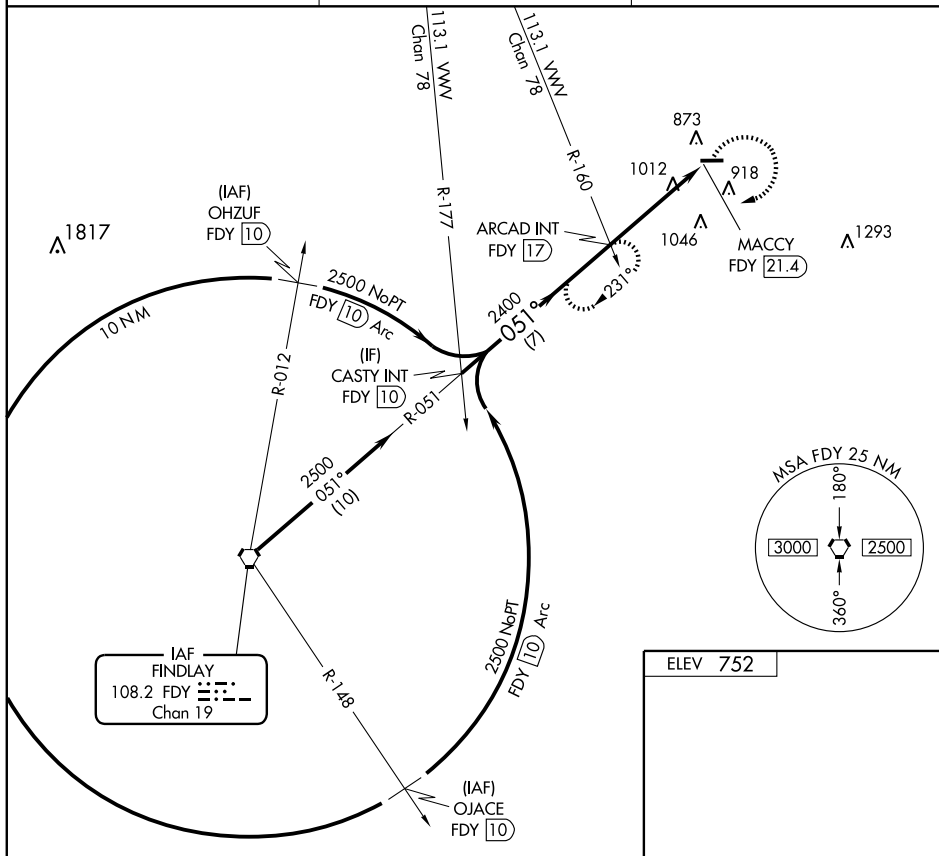
When local altimeter setting not received, use Findlay
altimeter setting and increase all MDA 60 feet, and
increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via
FDY VORTAC R-051 to ARCAD Int/FDY 17 DME and hold.

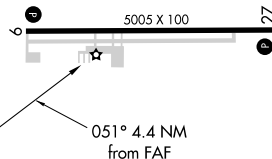
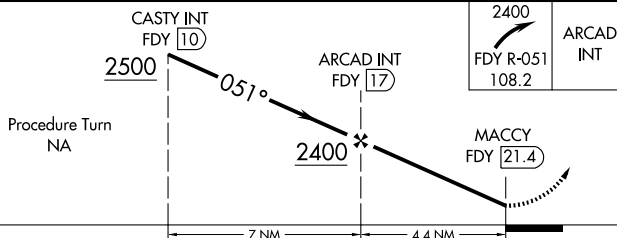
AWOS-3
124.625

TOLEDO APP CON
126.1 307.0

UNICOM
122.7 (CTAF) 0



ELEV **752**



REIL Rwy 9 and 27
MIRL Rwy 9-27

CATEGORY	A	B	C	D
CIRCLING	1400-1 648 (700-1)	1400-1¼ 648 (700-1¼)	1400-1¾ 648 (700-1¾)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

FINDLAY (FDY) 1 SW UTC-5(-4DT) N41°00.72' W83°40.12'

813 B FUEL 100LL, JET A NOTAM FILE FDY

RWY 18-36: H6498X100 (ASPH) S-100, D-160, 2S-175, 2D-280 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 31'.

RWY 36: REIL. PAPI(P4L)—GA 3.5° TCH 55'. Trees.

RWY 07-25: H5883X100(ASPH) S-100, D-160, 2S-175, 2D-280 HIRL

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Thld displcd 324'. Bridge.

RWY 25: REIL. PAPI(P4L)—GA 3.5° TCH 36'. Thld displcd 999'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5251 TODA-5251 ASDA-4881 LDA-4558

RWY 25: TORA-5786 TODA-5786 ASDA-5558 LDA-4558

AIRPORT REMARKS: Attended Sep-May Mon-Fri 1200-0100Z†, Jun-Aug Mon-Fri 1200-0200Z†, Sat-Sun 1400-2300Z†. Rwy 07-25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07-25 and Rwy 18-36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.

WEATHER DATA SOURCES: ASOS 124.425 (419) 427-8524.**COMMUNICATIONS:** CTAF/UNICOM 122.725

RCO 122.1R 108.2T (CLEVELAND RADIO) RCO 122.65 122.2 (CLEVELAND RADIO)

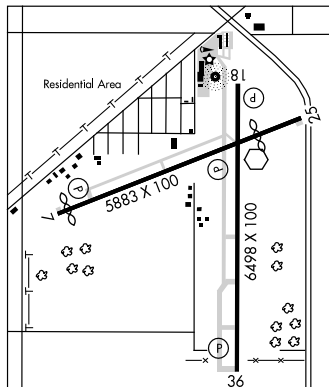
Ⓡ TOLEDO APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

(L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 051° 5.2 NM to fld. 820/2W.

MARATHON (T) VORW 114.9 MAH N41°00.89' W83°39.86' at fld. Unmonitored.

BENTON RIDGE NDB (MHW) 334 BNR N41°01.27' W83°40.15' at fld. Unmonitored.



DETROIT

H-106, L-28J

IAP

FOSTORIA METRO (FZI) 2 NE UTC-5(-4DT) N41°11.45' W83°23.59'

752 B S4 FUEL 100LL, JET A NOTAM FILE CLE

RWY 09-27: H5005X100 (ASPH) S-30, D-35, 2D-52 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. FBO ops Mon-Sat 1200-2100Z†. PAPI Rwy 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.

WEATHER DATA SOURCES: AWOS-3 124.625 (419) 436-0053.**COMMUNICATIONS:** CTAF/UNICOM 122.7

FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)

Ⓡ TOLEDO APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 051° 21.7 NM to fld. 820/2W.

NDB (MHW) 379 FZI N41°11.36' W83°23.83' at fld. NOTAM FILE CLE.

DETROIT

H-11A, L-28J, 29A

IAP

FREMONT**FREMONT** (14G) 2 SW UTC-5(-4DT) N41°19.99' W83°09.67'

663 B S4 FUEL 80, 100LL NOTAM FILE CLE

RWY 09-27: H4137X60 (ASPH) S-13 LIRL

RWY 09: REIL. VASI(NSTD). Thld displcd 126'. Road.

RWY 27: Trees.

RWY 18-36: 2238X130 (TURF)

RWY 18: Trees. RWY 36: P-line.

AIRPORT REMARKS: Attended Mon-Sat 1300Z†-2200Z†, Sun 1700Z†-2200Z†. For fuel after hrs call 419-332-8037. ACTIVATE LIRL Rwy 09-27; REIL Rwy 09 and rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ TOLEDO APP/DEP CON 126.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 110° 22.7 NM to fld. 660/2W.

DETROIT

L-28J

IAP

APP CRS **095°**
 Rwy Idg **4011**
 TDZE **663**
 Apt Elev **663**

RNAV (GPS) RWY 9

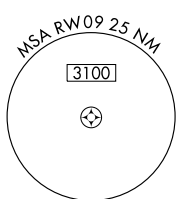
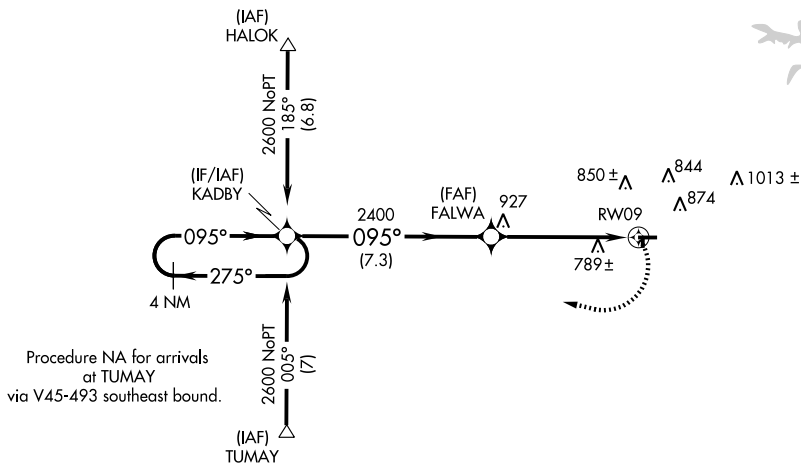
FREMONT (14G)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sandusky County Rgnl altimeter setting; when not received use Metcalf Field altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.

TOLEDO APP CON
126.1 307.0

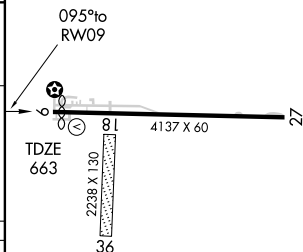
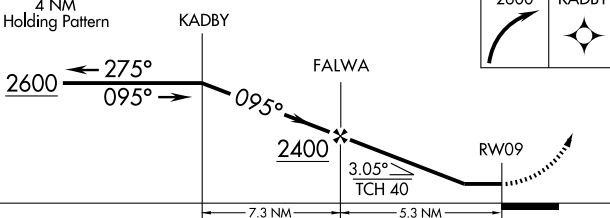
UNICOM
122.8 (CTAF) 0



△ 1293

ELEV **663** IRL Rwy 9-27 **0**
 REIL Rwy 9 **0**

4 NM
 Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1080-1	417 (500-1)	1080-1¼	417 (500-1¼)
CIRCLING	1200-1	537 (600-1)	1200-1½ 537 (600-1½)	1220-2 557 (600-2)

VOR/DME VVWV 113.1 Chan 78	APP CRS 110°	Rwy Idg TDZE Apt Elev 4011 663
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VOR RWY 9

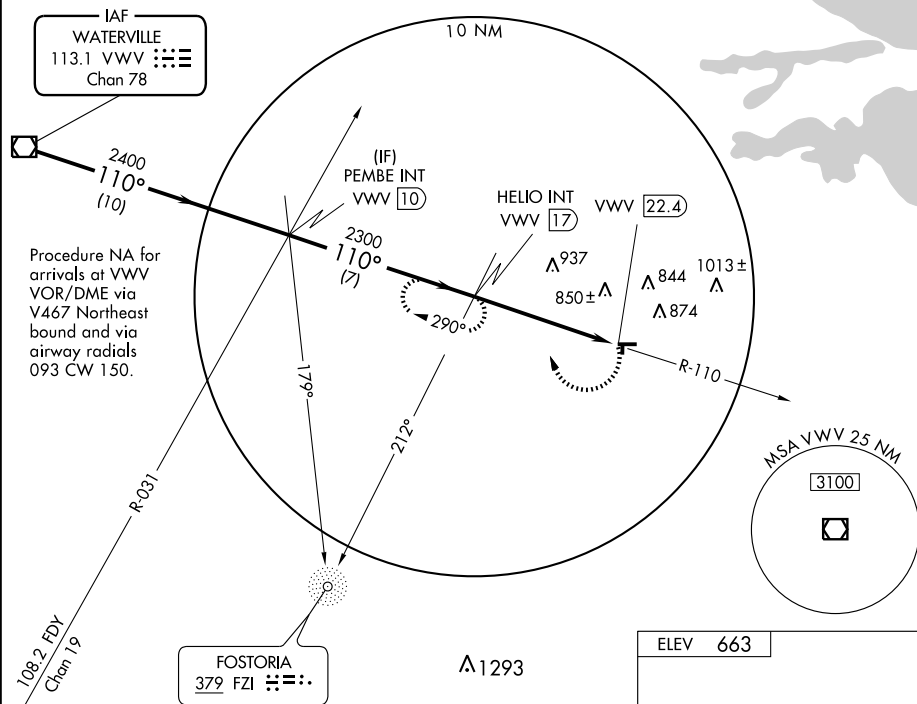
FREMONT (14G)

▼ ADF or DME required. Use Sandusky County Rgnl altimeter setting; when not received, use Metcalf Field altimeter setting and increase all MDA 40 feet, increase S-9 Cats C and D and Circling Cat C visibility ¼ mile.

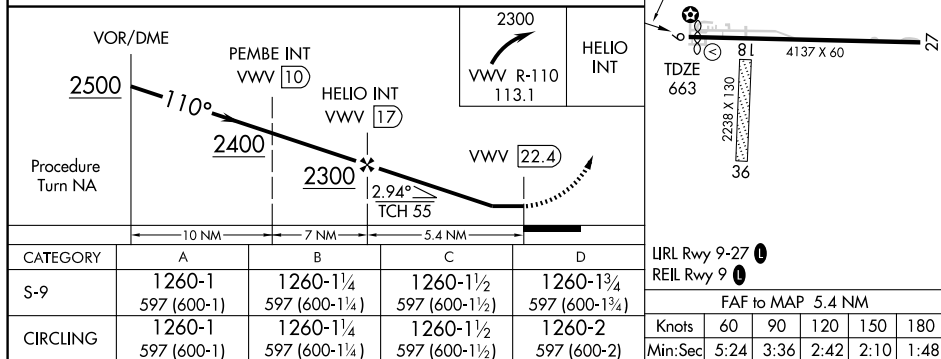
MISSED APPROACH: Climbing right turn to 2300 via VVWV VOR/DME R-110 to HELIO Int/VVWV 17 DME and hold.

TOLEDO APP CON
126.1 307.0

UNICOM
122.8 (CTAF) 0



ADF or DME REQUIRED



SANDUSKY CO RGNL (S24) 5 SE UTC-5(-4DT) N41°17.74' W83°02.23'

665 B S2 FUEL 100LL, JET A OX 2 NOTAM FILE CLE

RWY 06-24: H5500X100 (ASPH) S-30 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 42'.

AIRPORT REMARKS: Attended 1200-2300Z±. After hrs call 419-547-0131 or 419-360-3610. Birds and deer on and in/ovf arpt. ACTIVATE MIRL Rwy 06-24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.

WEATHER DATA SOURCES: AWOS-3 119.575 (419) 547-6932.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ MANSFIELD APP/DEP CON 127.35 (360°-180°) 1100-0400Z±

Ⓡ CLEVELAND CENTER APP/DEP CON 127.9 (360°-180°) 0400-1100Z±

Ⓡ TOLEDO APP/DEP CON 126.1 (180°-360°)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

(L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' 248° 19.2 NM to fld.

FULER N40°04.42' W83°11.89' NOTAM FILE OSU.

NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University.

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC-5(-4DT) N40°45.20' W82°43.43'

1224 B S4 FUEL 100LL NOTAM FILE CLE

RWY 05-23: H3505X75 (ASPH) S-12 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Thld dsplcd 188'. P-line.

RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±. Student training activity. Fuel self service-24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05-23; VASI and REIL Rwy 23; REIL Rwy 05 2300-1100Z±—CTAF. ACTIVATE PAPI Rwy 05—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z±) CLNC DEL 126.8

CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 224° 9.2 NM to fld. 1210/3W.

GALLIA-MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01' W82°09.69' NOTAM FILE DAY.

NDB (MHW) 420 GAS at Gallia-Meigs Rgnl. VFR only.

RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA-MEIGS RGNL (GAS) 2 NE UTC-5(-4DT) N38°50.05' W82°09.81'

566 B S2 FUEL 100LL, JET A1+ NOTAM FILE DAY

RWY 05-23: H3998X75 (ASPH) S-30 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Brush.

AIRPORT REMARKS: Attended 1400-2200Z±. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and in/ovf arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23; PAPI Rwy 05 and 23, REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (740) 446-2149.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ HUNTINGTON APP/DEP CON 128.4 CLNC DEL 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25' W82°01.57' 310° 8 NM to fld. 880/03W.

GALLIPOLIS NDB (MHW) 420 GAS N38°50.01' W82°09.69' at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC-5(-4DT) N41°21.07' W81°05.97'

1110 NOTAM FILE CLE

Not insp.

RWY 08-26: 2800X100 (TURF-GRVL)

RWY 08: Fence. RWY 26: Trees.

AIRPORT REMARKS: Attended Apr-Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216-548-4511. Parachute Jumping. Rwy drops 10' on E end. Rwy 26 has 16' hill/brush starting 0' from rwy apch end.

COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

DETROIT

H-106, L-28J

IAP

DETROIT

L-29A

DETROIT

L-29A

IAP

CINCINNATI

CINCINNATI

L-26H

IAP

DETROIT

APP CRS	Rwy Idg	5500
067°	TDZE	665
	Apt Elev	665

GPS RWY 6

FREMONT/ SANDUSKY COUNTY RGNL (S24)

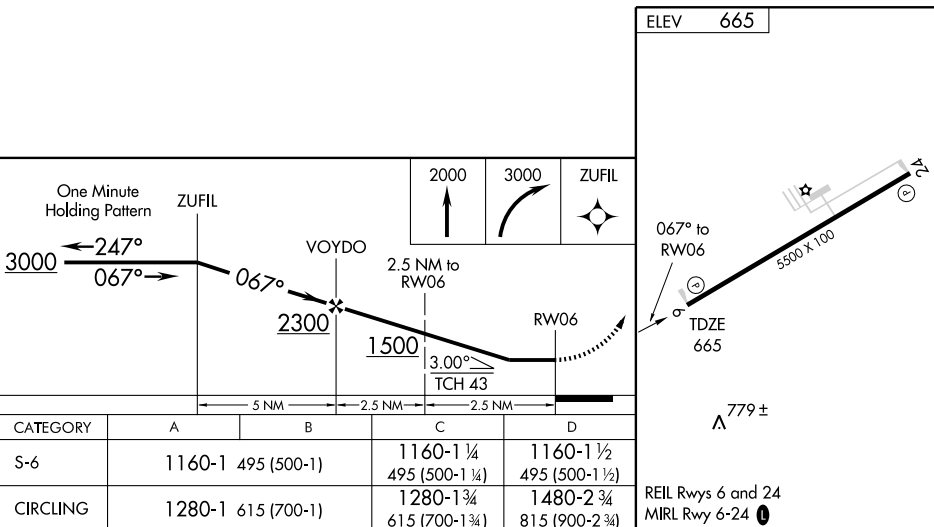
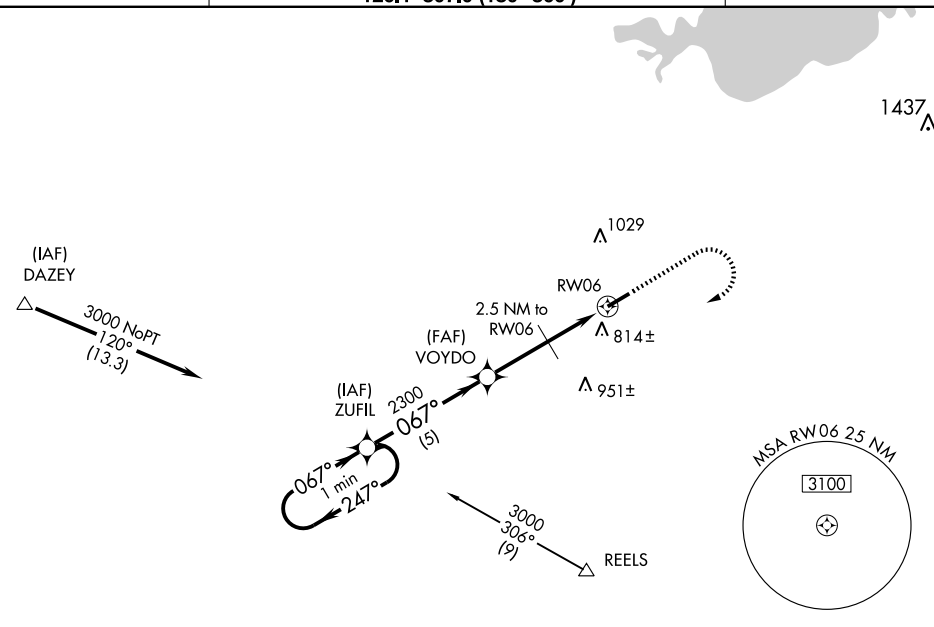
▲ NA When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ZUFIL WP and hold.

AWOS-3
119.575

MANSFIELD APP CON
127.35 390.8 (360° - 180°)
TOLEDO APP CON
126.1 307.0 (180°-360°)

UNICOM
123.05 (CTAF) 0



APP CRS **247°**
 Rwy Idg **5500**
 TDZE **662**
 Apt Elev **665**

GPS RWY 24

FREMONT/ SANDUSKY COUNTY RGNL (S24)

▲ NA

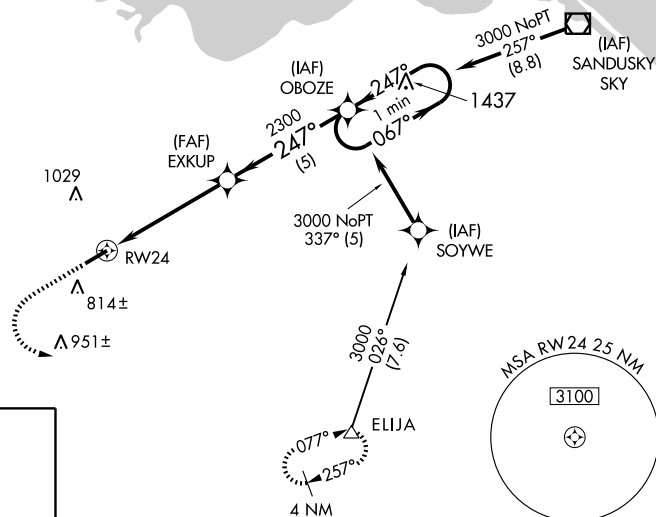
When local altimeter setting not received, use
 Toledo Express altimeter setting and increase all
 MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing left turn to
 3000 direct ELIJA and hold.

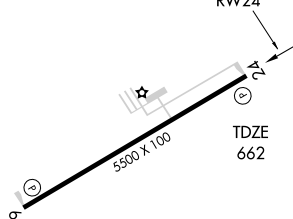
AWOS-3
119.575

MANSFIELD APP CON*
127.35 390.8 (360° - 180°)
 TOLEDO APP CON
126.1 307.0 (180° - 360°)

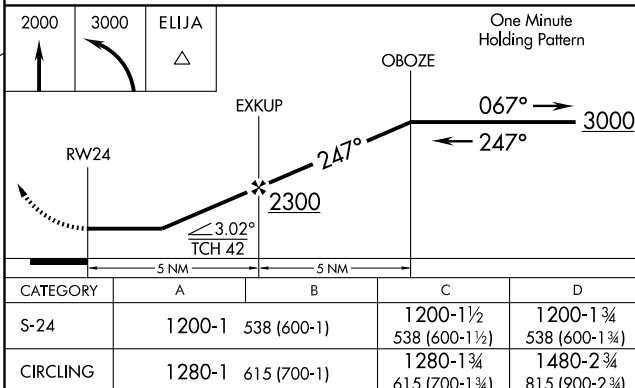
UNICOM
123.05 (CTAF) 0



ELEV 665

247° to
RWY24

REIL Rwy 6 and 24
 MRL Rwy 6-24 0



FREMONT, OHIO

Orig-B 09183

FREMONT/ SANDUSKY COUNTY RGNL (S24)

41°18'N - 83°02'W

GPS RWY 24

VOR/DME SKY 109.2 Chan 29	APP CRS 249°	Rwy Idg TDZE Apt Elev 5500 662 665
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VOR/DME RWY 24

FREMONT/ SANDUSKY COUNTY RGNL (S24)



If local altimeter not received use Toledo Express
altimeter setting and increase all MDAs 100 feet.

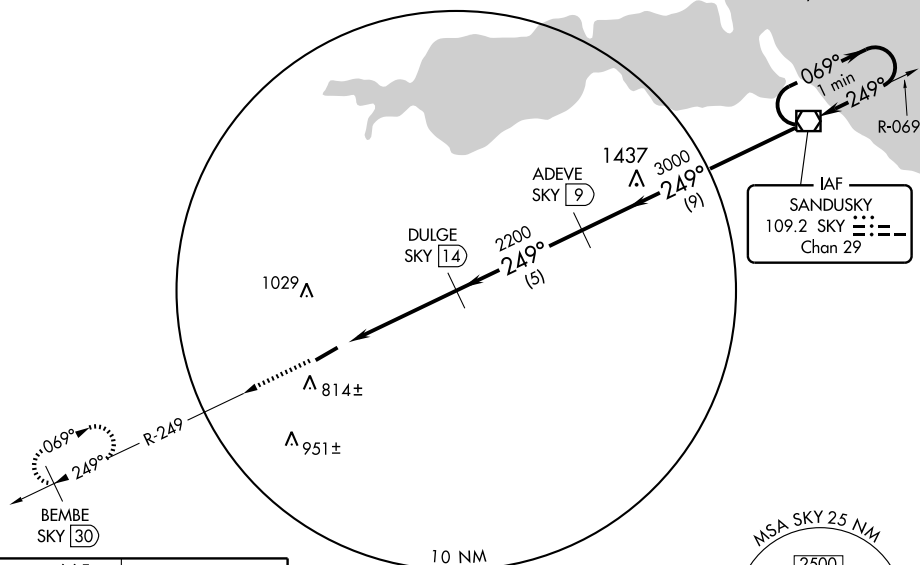
MISSED APPROACH: Climb to 3000 via SKY R-249
to BEMBE/30 DME and hold.

AWOS-3
119.575

MANSFIELD APP CON *
127.35 390.8 (360° - 180°)
TOLEDO APP CON
126.1 307.0 (180°-360°)

UNICOM
123.05 (CTAF) 0

NoPT for arrivals on
SKY VOR/DME
airway radial 105.



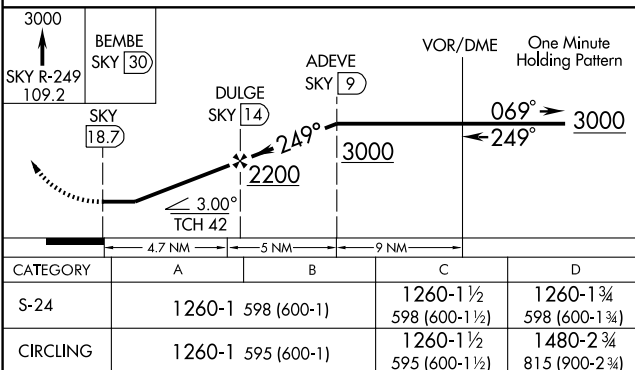
ELEV 665

249° 4.7 NM
from FAF

TDZE

662

5500 X 100



REIL Rwy 6 and 24
MIRL Rwy 6-24 0

SANDUSKY CO RGNL (S24) 5 SE UTC-5(-4DT) N41°17.74' W83°02.23'

665 B S2 FUEL 100LL, JET A OX 2 NOTAM FILE CLE

RWY 06-24: H5500X100 (ASPH) S-30 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 42'.

AIRPORT REMARKS: Attended 1200-2300Z±. After hrs call 419-547-0131 or 419-360-3610. Birds and deer on and in/ovf arpt. ACTIVATE MIRL Rwy 06-24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.

WEATHER DATA SOURCES: AWOS-3 119.575 (419) 547-6932.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ MANSFIELD APP/DEP CON 127.35 (360°-180°) 1100-0400Z±

Ⓡ CLEVELAND CENTER APP/DEP CON 127.9 (360°-180°) 0400-1100Z±

Ⓡ TOLEDO APP/DEP CON 126.1 (180°-360°)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

(L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' 248° 19.2 NM to fld.

FULER N40°04.42' W83°11.89' NOTAM FILE OSU.

NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University.

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC-5(-4DT) N40°45.20' W82°43.43'

1224 B S4 FUEL 100LL NOTAM FILE CLE

RWY 05-23: H3505X75 (ASPH) S-12 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Thld dsplcd 188'. P-line.

RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±. Student training activity. Fuel self service-24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05-23; VASI and REIL Rwy 23; REIL Rwy 05 2300-1100Z±—CTAF. ACTIVATE PAPI Rwy 05—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z±) CLNC DEL 126.8

CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 224° 9.2 NM to fld. 1210/3W.

GALLIA-MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01' W82°09.69' NOTAM FILE DAY.

NDB (MHW) 420 GAS at Gallia-Meigs Rgnl. VFR only.

RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA-MEIGS RGNL (GAS) 2 NE UTC-5(-4DT) N38°50.05' W82°09.81'

566 B S2 FUEL 100LL, JET A1+ NOTAM FILE DAY

RWY 05-23: H3998X75 (ASPH) S-30 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Brush.

AIRPORT REMARKS: Attended 1400-2200Z±. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and in/ovf arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23; PAPI Rwy 05 and 23, REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (740) 446-2149.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ HUNTINGTON APP/DEP CON 128.4 CLNC DEL 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25' W82°01.57' 310° 8 NM to fld. 880/03W.

GALLIPOLIS NDB (MHW) 420 GAS N38°50.01' W82°09.69' at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC-5(-4DT) N41°21.07' W81°05.97'

1110 NOTAM FILE CLE

Not insp.

RWY 08-26: 2800X100 (TURF-GRVL)

RWY 08: Fence. RWY 26: Trees.

AIRPORT REMARKS: Attended Apr-Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216-548-4511. Parachute Jumping. Rwy drops 10' on E end. Rwy 26 has 16' hill/brush starting 0' from rwy apch end.

COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

DETROIT

H-106, L-28J

IAP

DETROIT

L-29A

DETROIT

L-29A

IAP

CINCINNATI

CINCINNATI

L-26H

IAP

DETROIT

VORTAC MFD
108.8
 Chan **25**

APP CRS
050°

Rwy Idg
 TDZE
 Apt Elev
3317
1225
1225

VOR/DME RNAV or GPS RWY 5

GALION MUNI (GQQ)

▲ NA Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 2900 via MFD R-224 to MFD VORTAC and hold.

MANSFIELD APP CON *

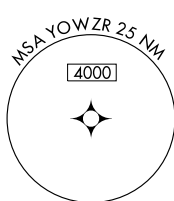
124.2 390.8

CLNC DEL

126.8

UNICOM

122.8 (CTAF) 0



IAF
 KIRBY
 N40°41.89'-W83°01.46'
 108.8 MFD 245.8°-22.2
 1210

(FAF)
 (EWAJA)
 5 NM from MAP WP
 N40°41.62'-W82°48.55'

1600 ▲
 1568 ▲
 1340 ▲
 1530 ±
 1617 ±
 1752 ▲
 1210

MAP
 YOWZR
 N40°45.01'-W82°43.71'
 108.8 MFD 224.5°-9.5
 1210

IAF
 RICKO
 N40°38.26'-W82°53.35'
 108.8 MFD 227.6°-19.4
 1210

4 NM

▲ 1929

ELEV 1225

Rwy 5 Idg 3317'

RICKO WP
 4 NM
 Holding Pattern

(EWAJA)
 5 NM from
 MAP WP

2900
 MFD R-224
 108.8



2900 ← 230°
 050° →

2900

YOWZR
 MAP WP

5 NM

5 NM

CATEGORY	A	B	C	D
S-5	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA

PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS

S-5	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1940-1	715 (800-1)	1940-2 715 (800-2)	NA

TDZE
 1225

050° to
 MAP WP

MIRL Rwy 5-23 0
 REIL Rws 5 and 23 0

VORTAC MFD
108.8
Chan **25**

APP CRS
224°

Rwy Idg
TDZE
Apt Elev
1225

VOR or GPS RWY 23

GALION MUNI (GQQ)



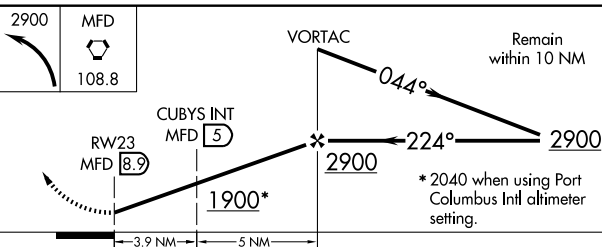
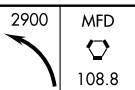
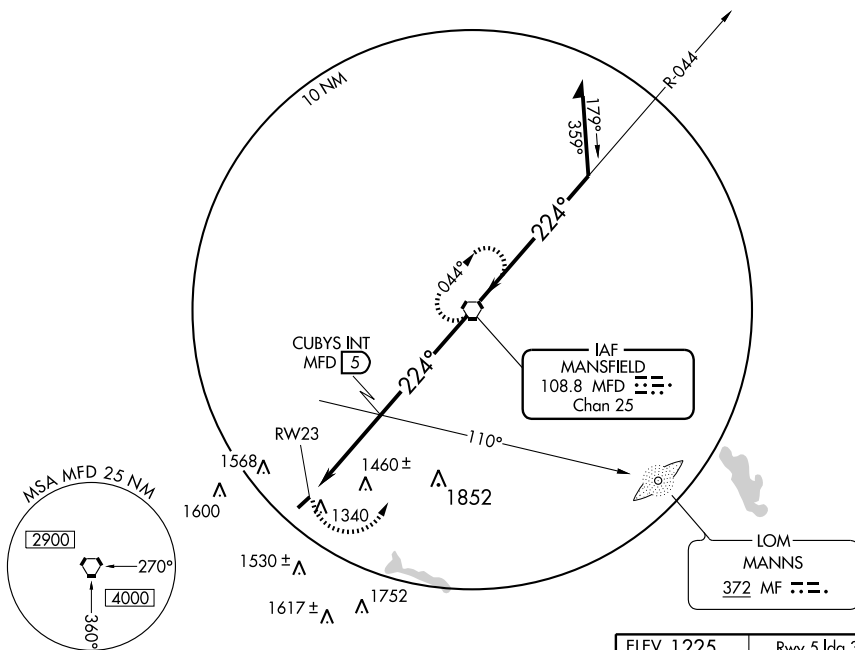
Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

MISSED APPROACH: Climbing left turn to 2900 direct MFD VORTAC and hold.

MANSFIELD APP CON ★
124.2 390.8

CLNC DEL
126.8

UNICOM
122.8 (CTAF) 0

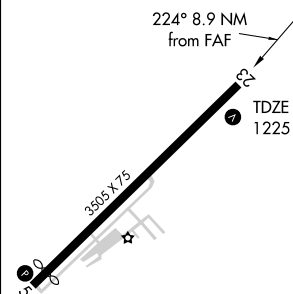


CATEGORY	A	B	C	D
S-23	1900-1 675 (700-1)		1900-2 675 (700-2)	NA
CIRCLING	1900-1 675 (700-1)		1900-2 675 (700-2)	NA

CUBYS FIX MINIMUMS

S-23	1760-1 535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1 575 (600-1)	1800-1½ 575 (600-1½)	NA

ELEV 1225 Rwy 5 Idg 3317'



MIRL Rwy 5-23 0
REIL Rwy 5 and 23 0

FAF to MAP 8.9 NM

Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

SANDUSKY CO RGNL (S24) 5 SE UTC-5(-4DT) N41°17.74' W83°02.23'

665 B S2 FUEL 100LL, JET A OX 2 NOTAM FILE CLE

RWY 06-24: H5500X100 (ASPH) S-30 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 42'.

AIRPORT REMARKS: Attended 1200-2300Z±. After hrs call 419-547-0131 or 419-360-3610. Birds and deer on and in/ovf arpt. ACTIVATE MIRL Rwy 06-24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.

WEATHER DATA SOURCES: AWOS-3 119.575 (419) 547-6932.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ MANSFIELD APP/DEP CON 127.35 (360°-180°) 1100-0400Z±

Ⓡ CLEVELAND CENTER APP/DEP CON 127.9 (360°-180°) 0400-1100Z±

Ⓡ TOLEDO APP/DEP CON 126.1 (180°-360°)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

(L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' 248° 19.2 NM to fld.

FULER N40°04.42' W83°11.89' NOTAM FILE OSU.

NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University.

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC-5(-4DT) N40°45.20' W82°43.43'

1224 B S4 FUEL 100LL NOTAM FILE CLE

RWY 05-23: H3505X75 (ASPH) S-12 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33'. Thld dsplcd 188'. P-line.

RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z±. Student training activity. Fuel self service-24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05-23; VASI and REIL Rwy 23; REIL Rwy 05 2300-1100Z±—CTAF. ACTIVATE PAPI Rwy 05—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z±) CLNC DEL 126.8

CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 224° 9.2 NM to fld. 1210/3W.

GALLIA-MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01' W82°09.69' NOTAM FILE DAY.

NDB (MHW) 420 GAS at Gallia-Meigs Rgnl. VFR only.

RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA-MEIGS RGNL (GAS) 2 NE UTC-5(-4DT) N38°50.05' W82°09.81'

566 B S2 FUEL 100LL, JET A1+ NOTAM FILE DAY

RWY 05-23: H3998X75 (ASPH) S-30 MIRL

RWY 05: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Brush.

AIRPORT REMARKS: Attended 1400-2200Z±. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and in/ovf arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23; PAPI Rwy 05 and 23, REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (740) 446-2149.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ HUNTINGTON APP/DEP CON 128.4 CLNC DEL 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25' W82°01.57' 310° 8 NM to fld. 880/03W.

GALLIPOLIS NDB (MHW) 420 GAS N38°50.01' W82°09.69' at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC-5(-4DT) N41°21.07' W81°05.97'

1110 NOTAM FILE CLE

Not insp.

RWY 08-26: 2800X100 (TURF-GRVL)

RWY 08: Fence. RWY 26: Trees.

AIRPORT REMARKS: Attended Apr-Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216-548-4511. Parachute Jumping. Rwy drops 10' on E end. Rwy 26 has 16' hill/brush starting 0' from rwy apch end.

COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

DETROIT

H-106, L-28J

IAP

DETROIT

L-29A

DETROIT

L-29A

IAP

CINCINNATI

CINCINNATI

L-26H

IAP

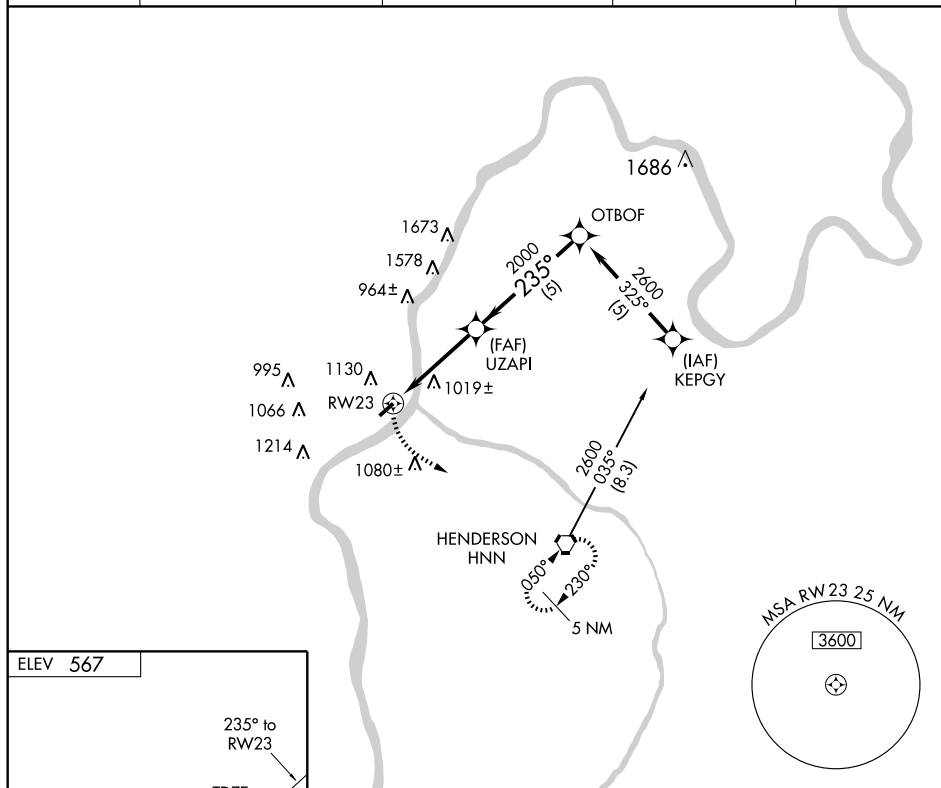
DETROIT

APP CRS
235°Rwy Idg **3998**
TDZE **567**
Apt Elev **567****GPS RWY 23**

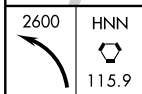
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)



NA

MISSED APPROACH: Climbing left turn
to 2600 direct HNN VORTAC and hold.AWOS-3
119.925POINT PLEASANT AWOS-3
119.675HUNTINGTON APP CON
128.4 270.1CLNC DEL
124.55UNICOM
123.0 (CTAF) 0

ELEV 567

235° to
RW23TDZE
567MIRL Rwy 5-23
REIL Rwy 23MIRL Rwy 5-23
REIL Rwy 23

<div>4 NM</div> <div>5 NM</div>				
CATEGORY	A	B	C	D
S-23	1420-1 853 (900-1)	1420-1¼ 853 (900-1¼)	1420-2½ 853 (900-2½)	1420-2¾ 853 (900-2¾)
CIRCLING	1480-1¼	913 (1000-1¼)	1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

VORTAC HNN
115.9
Chan **106**

APP CRS
310°

Rwy ldg
TDZE
Apt Elev
N/A
N/A
567

VOR or GPS-B

GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)



Use Point Pleasant, WV altimeter setting;
if not received, use Huntington, WV altimeter
setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 then
left turn direct HNN VORTAC and hold.

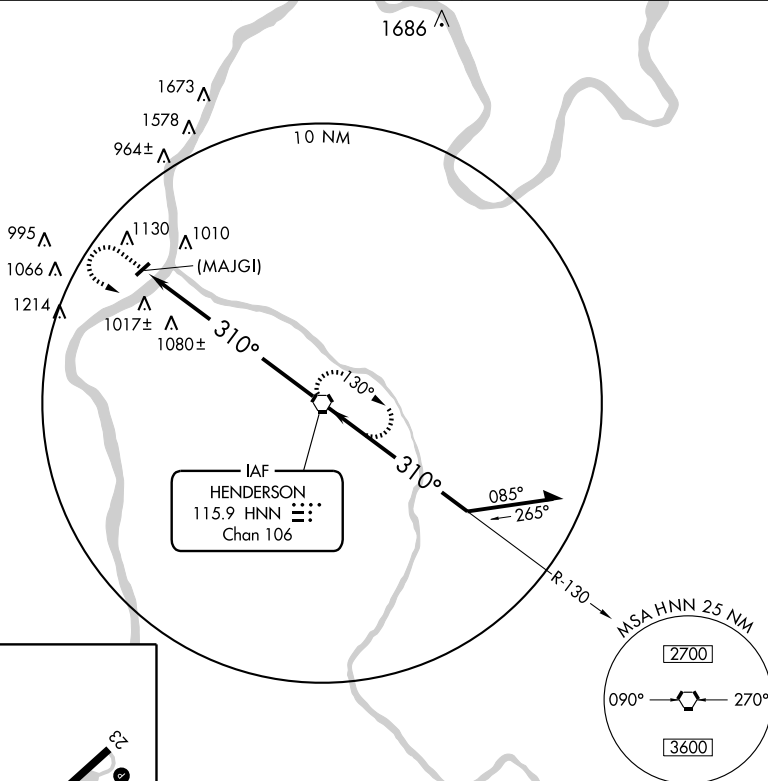
AWOS-3
119.925

POINT PLEASANT AWOS-3
119.675

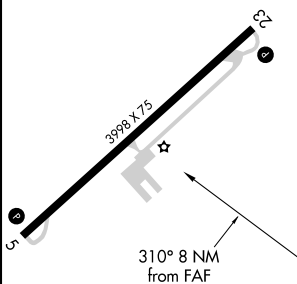
HUNTINGTON APP CON
128.4 270.1

CLNC DEL
124.55

UNICOM
123.0 (CTAF) **0**



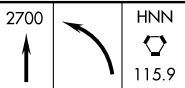
ELEV **567**



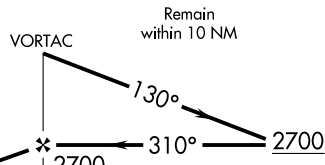
MRL Rwy 5-23 **0**
REIL Rwy 23 **0**

FAF to MAP 8 NM

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40



(MAJGI)
HNN **8**



CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 913 (1000-1¼)		1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

GALLIPOUS, OHIO

Amdt 1 09239

GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

38°50'N - 82°10'W

VOR or GPS-B

238

OHIO

GEAUGA CO

(See MIDDLEFIELD)

GENEVA

GERMACK

(7D9) 3 SE UTC−5(−4DT) N41°46.67′ W80°54.24′

DETROIT

820 NOTAM FILE CLE

L−30G

RWY 01−19: H3250X28 (ASPH) LIRL (NSTD)

RWY 01: Tree.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Radio controlled model acft activity on and invof arpt. No line of sight between rwy ends. Rwy 01−09 rolling sfc. Rwy 01−19 LIRL spacing nstd. ACTIVATE NSTD LIRL Rwy 01−19—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 284° 7.1 NM to fld. 900/5W.

GEORGETOWN

BROWN CO

(GEO) 1 NE UTC−5(−4DT) N38°52.92′ W83°52.97′

CINCINNATI

958 B FUEL 100LL NOTAM FILE DAY

L−26G, 27E

RWY 18−36: H3530X65 (ASPH) MIRL

IAP

RWY 18: Road.

RWY 36: Road.

AIRPORT REMARKS: Unattended. For airframe and powerplant repairs phone 937−379−1055. Self service fuel avbl 24 hrs with credit card. Aerobatic practice surface to 4500′ AGL above Rwy 18−36. ACTIVATE MIRL Rwy 18−36—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 059° 24.4 NM to fld. 810/4W.

GERMACK

(See GENEVA)

GRAND LAKE ST MARYS SPB

(See ST MARYS)

GREATER PORTSMOUTH RGNL

(See PORTSMOUTH)

GREENE CO−LEWIS A JACKSON RGNL

(See DAYTON)

GREEN SPRINGS

WEIKER

(82D) 2 SE UTC−5(−4DT) N41°13.75′ W83°01.74′

DETROIT

740 S4 NOTAM FILE CLE

RWY 18−36: 1785X90 (TURF)

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended irregularly. Radio controlled model flying activity on weekends. Rwy 18−36 marked with +2′ white and orange waste tubs on E side only; Rwy 18 first 132′ has no markers.

COMMUNICATIONS: CTAF 122.9

GRENS

N40°00.61′ W83°01.74′ NOTAM FILE CMH.

CINCINNATI

NDB (MHW) 272 CHC 102° 6.4 NM to Port Columbus Intl. OTS indef.

L−29E

GRIFFING−SANDUSKY

(See SANDUSKY)

GRIMES FLD

(See URBANA)

HAMILTON

N39°22.37′ W84°34.33′ NOTAM FILE DAY.

CINCINNATI

NDB (MHW) 260 HAO 107° 2.4 NM to Butler Co Rgnl.

L−27E

APP CRS **355°**
Rwy Idg **3530**
TDZE **958**
Apt Elev **958**

RNAV (GPS) RWY 36

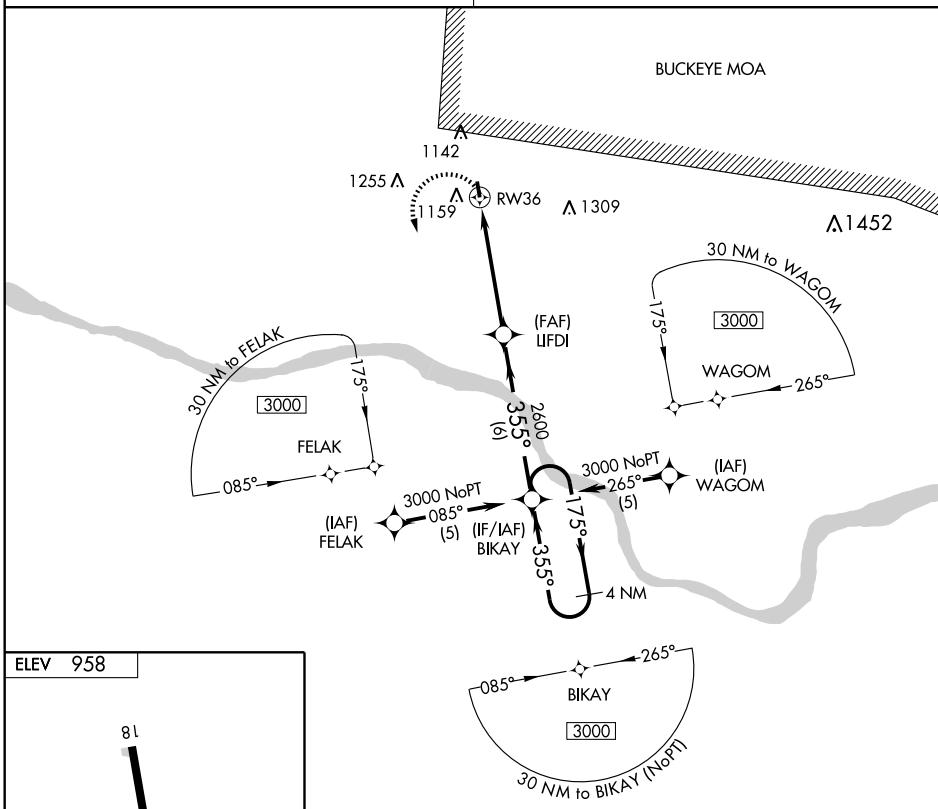
GEORGETOWN / BROWN COUNTY (GEO)

▽ DME/DME RNP-0.3 NA.
▲ NA Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.

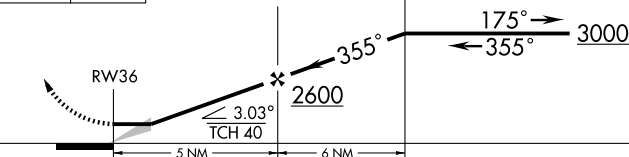
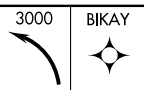
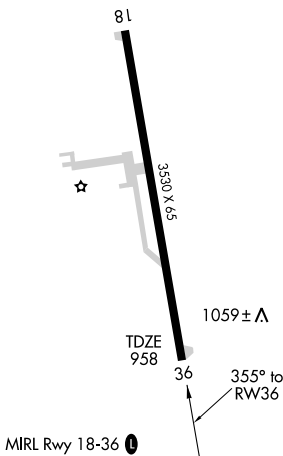
MISSED APPROACH: Climbing left turn to 3000 direct BIKAY WP and hold.

INDIANAPOLIS CENTER
135.575 290.5

CTAF **122.9**



ELEV 958



CATEGORY	A	B	C	D
LNAV MDA	1420-1	462 (500-1)	1420-1¼ 462 (500-1¼)	NA
CIRCLING	1560-1 602 (700-1)	1580-1 622 (700-1)	1600-1¾ 642 (700-1¾)	NA

VOR/DME FLM
117.0
Chan **117**

APP CRS
059°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
958

VOR/DME-A

GEORGETOWN/ BROWN COUNTY (GEO)

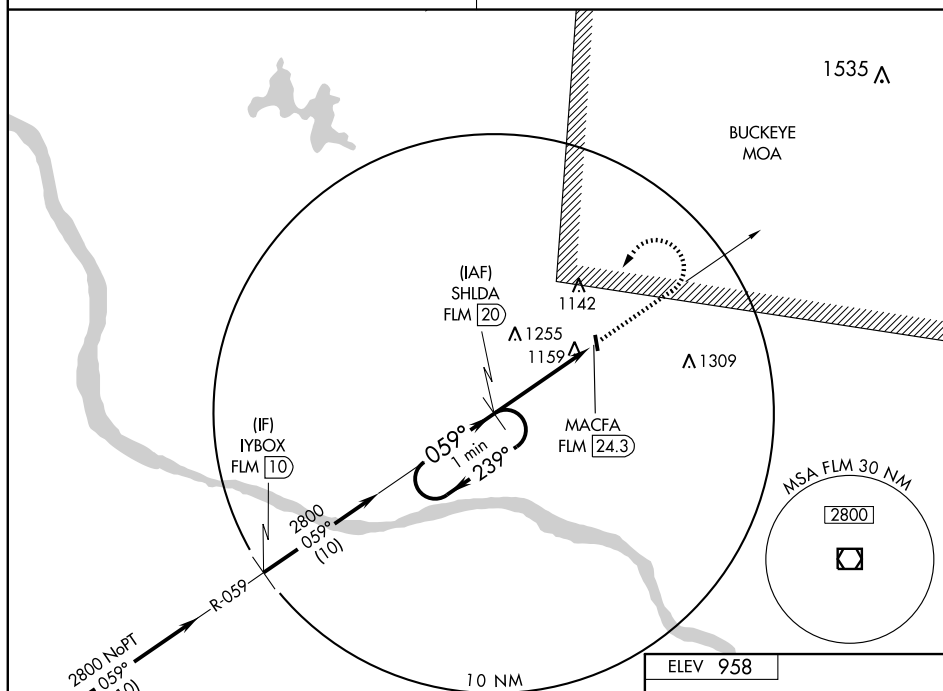


Use Cincinnati/Northern Kentucky
Intl, KY altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via
FLM VOR/DME R-059° to SHLDA 20 DME and hold.

INDIANAPOLIS CENTER
135.575 290.5

CTAF **0**
122.9



IAF
FALMOUTH
117.0 FLM
Chan 117

Procedure NA for arrival at FLM VOR/DME on
V44 westbound and V478 northwestbound.

One Minute
Holding Pattern

2800 ← 239°
→ 059°

SHLDA
FLM **20**

2800

FLM R-059

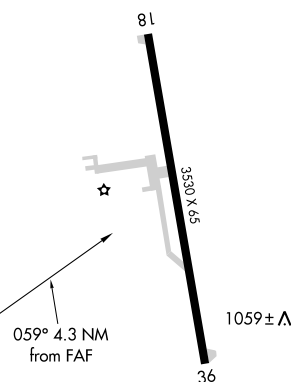
SHLDA
FLM **20**

059°

MACFA
FLM **24.3**

4.3 NM

ELEV 958



CATEGORY	A	B	C	D
CIRCLING	1700-1 742 (800-1)	1700-1¼ 742 (800-1¼)	1700-2¼ 742 (800-2¼)	NA

MIRL Rwy 18-36 **0**

HAMILTON**BUTLER CO RGNL** (HAO) 3 SE UTC-5(-4DT) N39°21.83' W84°31.32'**CINCINNATI**

633 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE HAO

H-106, L-27E**RWY 11-29:** H5500X100 (ASPH) S-60, D-75, 2D-39 MIRL**IAP****RWY 11:** REIL. PAPI (P4L)—GA 3.5° TCH 26'. Bldg.**RWY 29:** MALSR. REIL. PAPI (P4L)—GA 3.0° TCH 25'. P-line.**AIRPORT REMARKS:** Attended Nov-Mar 1200-0200Z†, Apr-Oct 1200-0300Z†. ACTIVATE MIRL Rwy 11-29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.**WEATHER DATA SOURCES:** ASOS 121.425 (513) 863-6137**COMMUNICATIONS:** CTAF/UNICOM 123.05**® CINCINNATI APP/DEP CON 121.0 CLNC DEL 126.25****RADIO AIDS TO NAVIGATION:** NOTAM FILE CVG.**CINCINNATI (L) VORTAC 117.3** CVG Chan 120 N39°00.96' W84°42.20' 026° 22.5 NM to fld. 879/04W.**HAMILTON NDB (MHW) 260** HAO N39°22.37' W84°34.33' 107° 2.4 NM to fld. NOTAM FILE DAY.**ILS/DME 109.75** I-RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.**HARDIN CO** (See KENTON)**HARRISON****CINCINNATI WEST** (I67) 2 E UTC-5(-4DT) N39°15.54' W84°46.46'**CINCINNATI**

584 B S4 FUEL 100LL NOTAM FILE DAY

L-27E**RWY 01-19:** H2803X60 (ASPH) MIRL**IAP****RWY 01:** Thld dsplcd 308'. P-line.**RWY 19:** Thld dsplcd 220'. Tree.**RWY 09-27:** 1809X100 (TURF)**RWY 09:** Tree.**RWY 27:** Tree.**AIRPORT REMARKS:** Attended Oct-Apr 1300Z†-dusk, May-Sep 1300-0100Z†. Unattended all major holidays. For Jet A availability call 513-367-0231. Rwy 09-27 CLOSED indef.**COMMUNICATIONS:** CTAF/UNICOM 123.0**® APP/DEP CON 128.7****RADIO AIDS TO NAVIGATION:** NOTAM FILE CVG.**(L) VORTAC 117.3** CVG Chan 120 N39°00.96' W84°42.20' 351° 14.9 NM to fld. 879/04W.**HARRISON CO** (See CADIZ)**HARRY CLEVER FLD** (See NEW PHILADELPHIA)**HENRY CO** (See NAPOLEON)**HENDERSON** (WV) N38°45.25' W82°01.57' NOTAM FILE EKN.**CINCINNATI****(H) VORTAC 115.9** HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W.**H-106, L-22F**

DME portion unusable 185°-194° byd 10 NM blo 8000'; 195°-204° byd 30 NM blo 8000'.

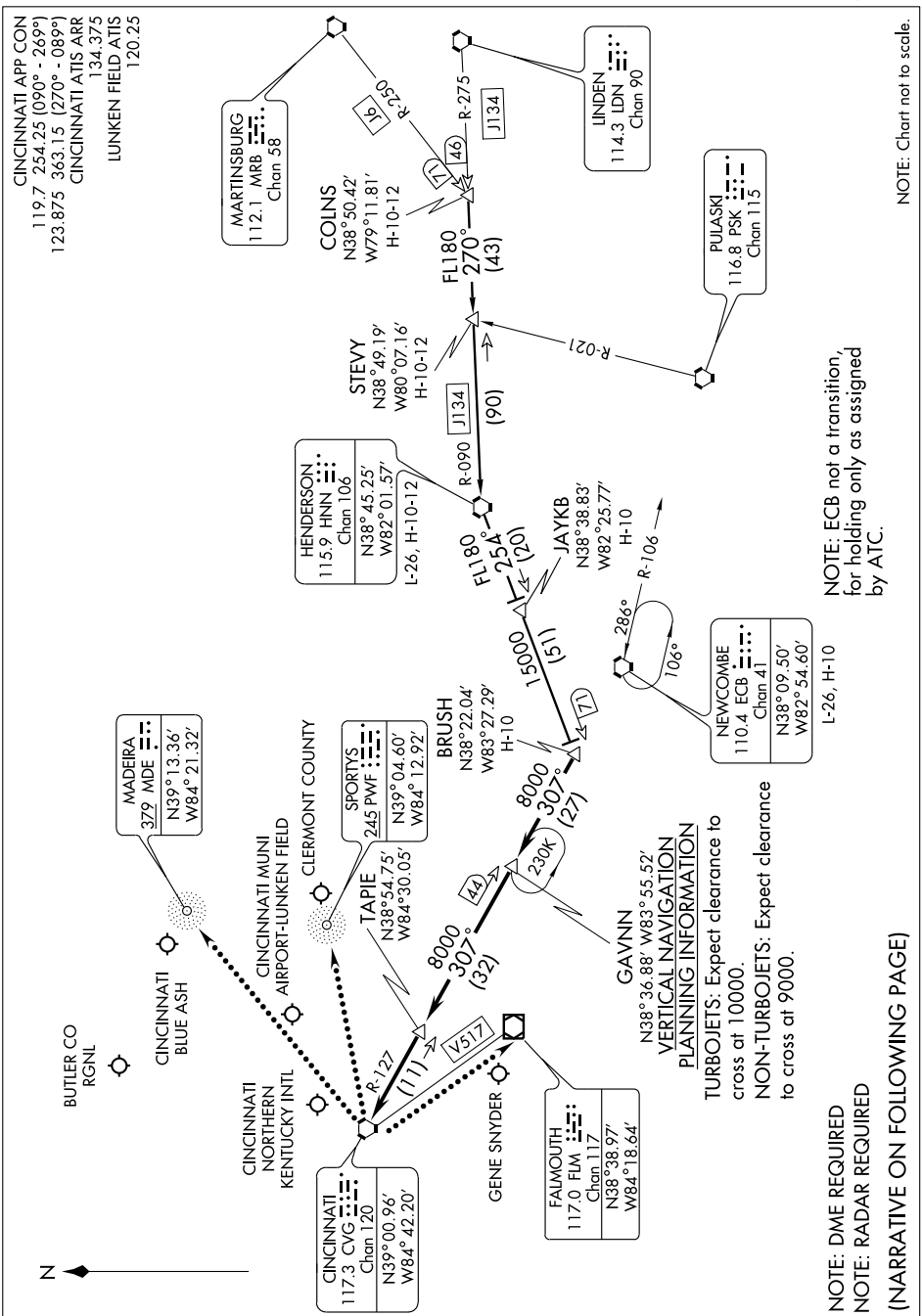
HIGHLAND CO (See HILLSBORO)**HILLSBORO** N39°11.08' W83°32.58'. NOTAM FILE DAY.**CINCINNATI****NDB (MHW) 278** HOC at Highland Co.**L-29A****RCO 122.2** (DAYTON RADIO)**HILLSBORO****HIGHLAND CO** (HOC) 3 SE UTC-5(-4DT) N39°11.33' W83°32.33'**CINCINNATI**

977 B S4 FUEL 100LL, JET A TPA-1677(700) NOTAM FILE DAY

L-29A**RWY 05-23:** H3520X75 (ASPH) S-25 MIRL 1.3% UP SW**IAP****RWY 05:** Trees**RWY 23:** REIL. PAPI (P2L). Trees.**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†, Sun 1700-2200Z†. Rwy 05-23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and REIL Rwy 23—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.175 (937) 393-9038.**COMMUNICATIONS:** CTAF/UNICOM 123.05**HILLSBORO RCO 122.2** (DAYTON RADIO)**INDIANAPOLIS CENTER APP/DEP CON 135.575****RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.**YORK (L) VORTAC 112.8** YRK Chan 75 N38°38.65' W82°58.70' 326° 41.9 NM to fld. 1040/5W.**HILLSBORO NDB (MHW) 278** HOC N39°11.08' W83°32.58' at fld. NOTAM FILE DAY.**HINDE** (see HURON)

BRUSH ONE ARRIVAL

SE-1, 26 AUG 2010 to 23 SEP 2010



BRUSH ONE ARRIVAL

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

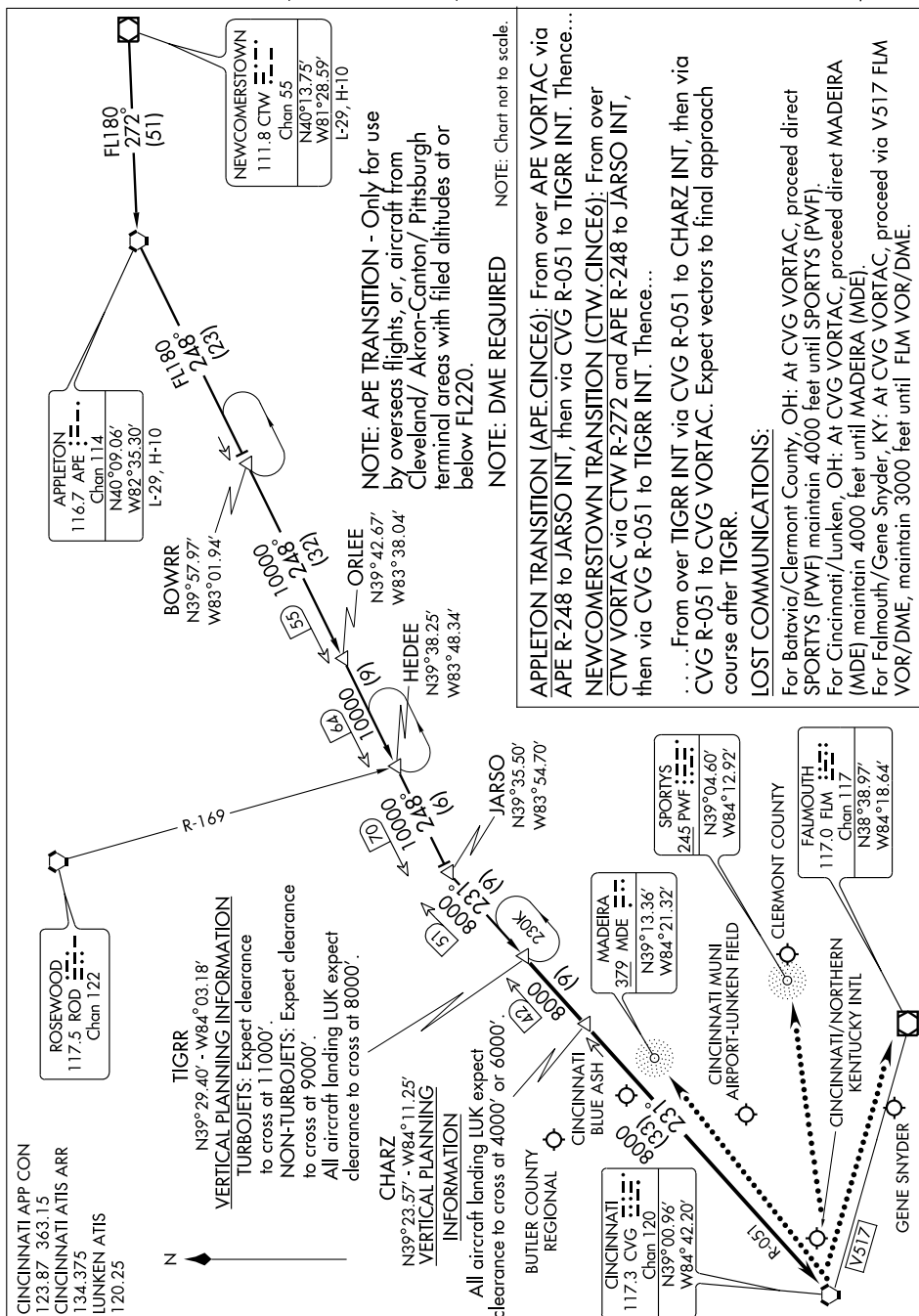
SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

SE-1, 26 AUG 2010 to 23 SEP 2010



CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

(GENUS.GENUS1) 08157
GENUS ONE ARRIVAL

ST-83 (FAA)

CINCINNATI, OHIO

CINCINNATI APP CON
119.7 363.15
LUNKEN FIELD ATIS
120.25
LUNKEN TOWER
118.7 257.8

BUTLER COUNTY
RGNL

CINCINNATI
BLUE ASH

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT
COUNTY

CINCINNATI
117.3 CVG
Chan 120

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

LOUISVILLE
114.8 IUU
Chan 95
N38°06.21' - W85°34.65'
L-26-27, H-5-10

MAA FL 180
10000
073°
(50)

GENUS
N38°19.85'
W84°33.11'

LEXINGTON
112.6 HYK
Chan 73

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

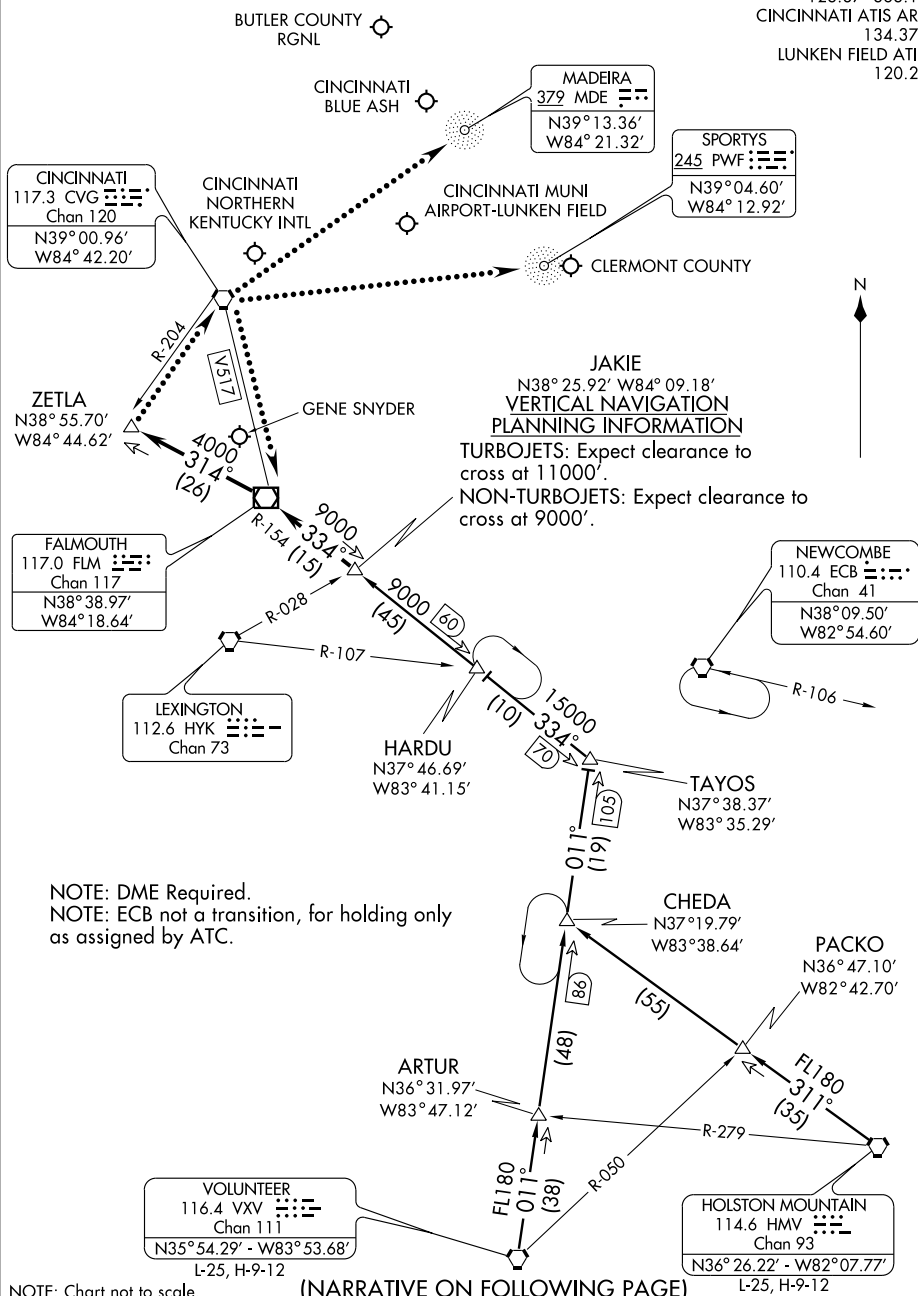
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

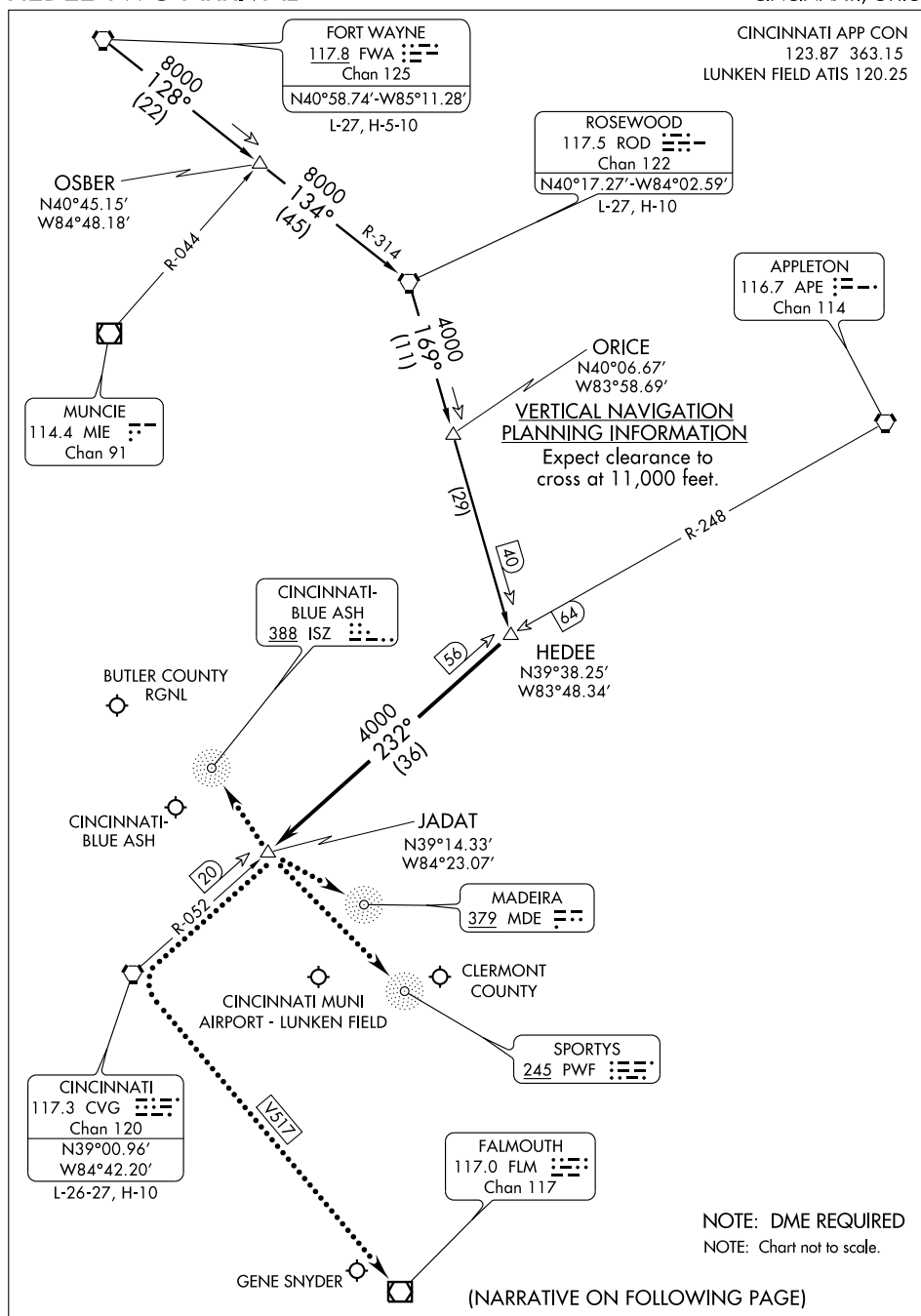
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 26 AUG 2010 to 23 SEP 2010

SE-1, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RQF 109.75 Chan 34 (Y)	APP CRS 295°	Rwy Idg TDZE Apt Elev	5500 619 633
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ILS or LOC RWY 29

HAMILTON / BUTLER COUNTY RGNL (HAO)

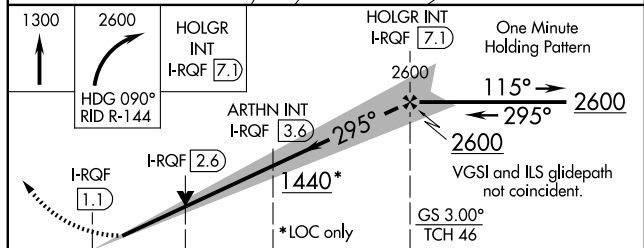
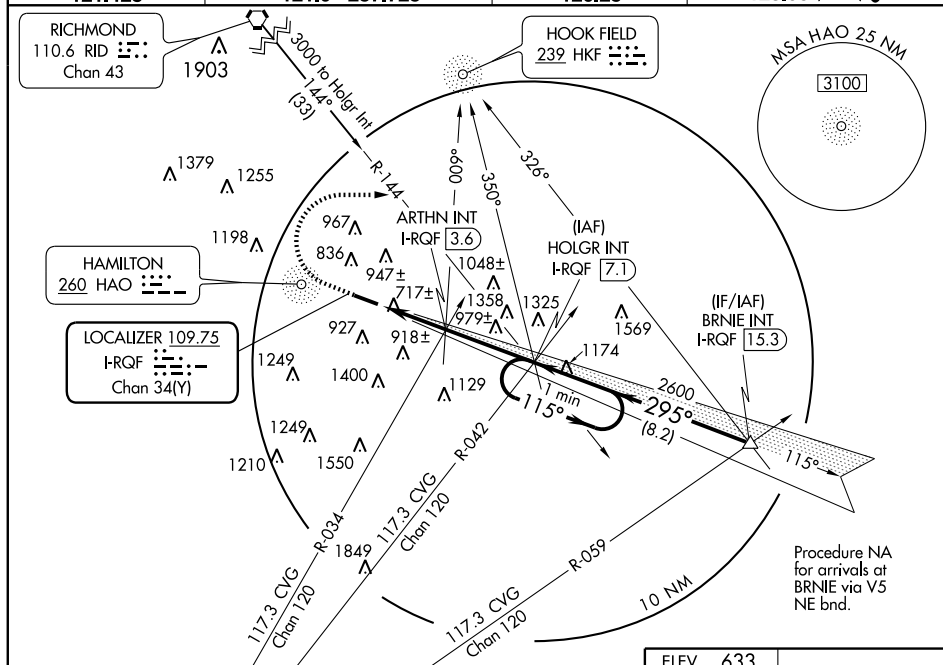
- ▼ If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet, and all MDAs 60 feet.
 ▲ VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Inoperative table does not apply to S-ILS 29. For inoperative MALSR, increase S-LOC 29 Cat A visibility to 1 mile.

MALSR

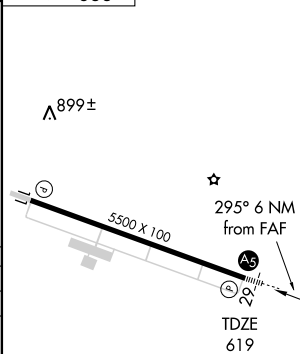


MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 via heading 090° and RID VORTAC R-144 to HOLGR Int/I-RQF 7.1 DME and hold.

ASOS 121.425	CINCINNATI APP CON 121.0 257.725	CLNC DEL 126.25	UNICOM 123.05 (CTAF) 0
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ELEV 633



CATEGORY	A	B	C	D
S-ILS 29	819- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 29	1440- $\frac{3}{4}$	821 (900- $\frac{3}{4}$)	1440-2 821 (900-2)	1440-2 $\frac{1}{4}$ 821 (900-2 $\frac{1}{4}$)
CIRCLING	1440-1 807 (900-1)	1440-1 $\frac{1}{4}$ 807 (900-1 $\frac{1}{4}$)	1440-2 $\frac{1}{2}$ 807 (900-2 $\frac{1}{2}$)	1440-2 $\frac{3}{4}$ 807 (900-2 $\frac{3}{4}$)
ARTHN FIX MINIMUMS				
S-LOC 29	1120- $\frac{3}{4}$ 501 (500- $\frac{3}{4}$)	1120-1 501 (500-1)		
CIRCLING	1200-1 567 (500-1)	1280-1 647 (700-1)	1300-1 $\frac{3}{4}$ 667 (700-2 $\frac{3}{4}$)	1320-2 $\frac{1}{4}$ 687 (700-2 $\frac{1}{4}$)

MIRL Rwy 11-29 0
 REIL Rwy 11 and 29 0

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

WAAS CH 56600 W11A	APP CRS 115°	Rwy Idg TDZE Apt Elev	5500 632 633
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RNAV (GPS) RWY 11

HAMILTON/BUTLER COUNTY RGNL (H.A.O.)

▼
▲

If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

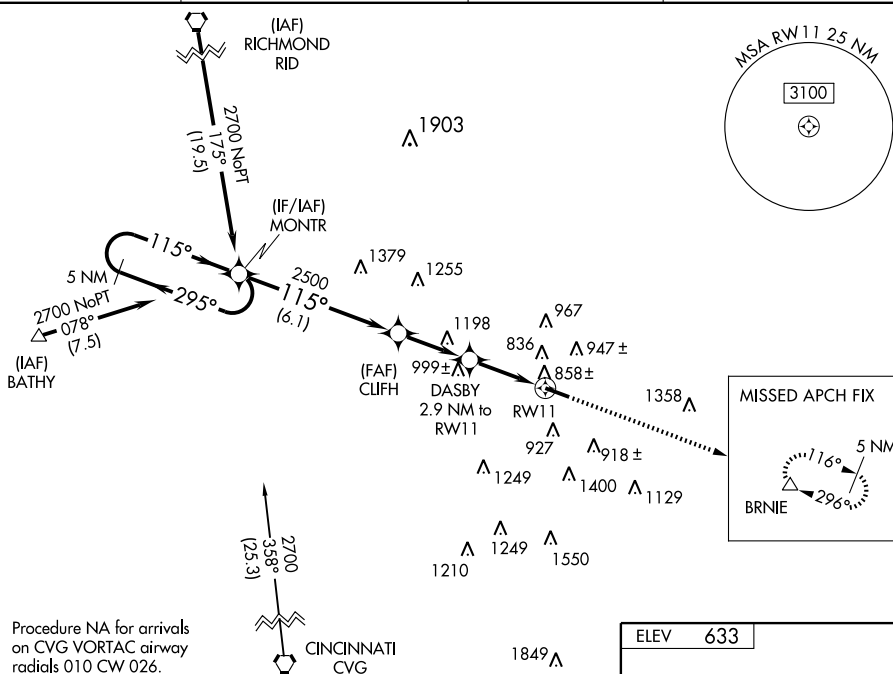
MISSED APPROACH:
Climb to 3000 direct
BRNIE and hold.

ASOS
121.425

CINCINNATI APP CON
121.0 257.725

CLNC DEL
126.25

UNICOM
123.05 (CTAF) 0



Procedure NA for arrivals on CVG VORTAC airway radials 010 CW 026.

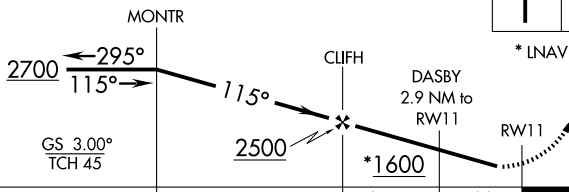
5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident.

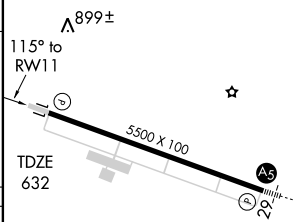
3000

BRNIE

* LNAV only.



ELEV 633



CATEGORY	A	B	C	D
LPV DA	998-1¼	366 (400-1¼)		
LNAV/VNAV DA	1108-1¾	476 (500-1¾)		
LNAV MDA	1160-1 528 (600-1)	1160-1½ 528 (600-1½)	1160-1¾ 528 (600-1¾)	
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 0
REIL Rws 11 and 29 0

WAAS CH 61300 W29A	APP CRS 296°	Rwy Idg TDZE Apt Elev	5500 619 633
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RNAV (GPS) RWY 29

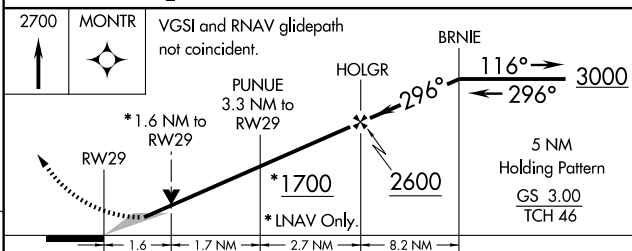
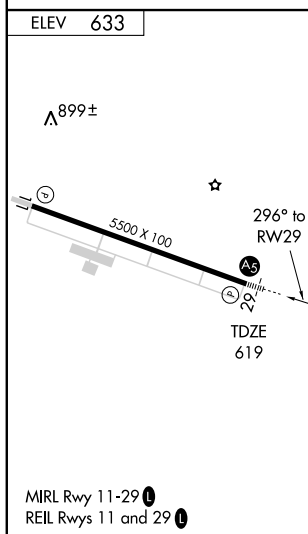
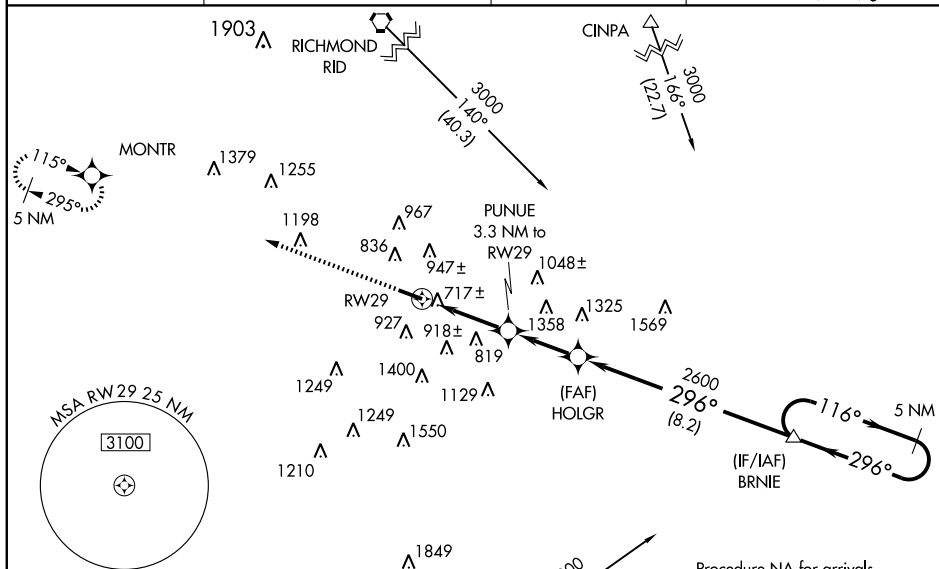
HAMILTON/BUTLER COUNTY RGNL (H.A.O)

If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to 1½ all Cats and LNAV Cat A/B visibility to 1. DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 2700 direct
MONTR and hold.

ASOS 121.425	CINCINNATI APP CON 121.0 257.725	CLNC DEL 126.25	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	944-¾ 325 (400-¾)			
LNAV/VNAV DA	1128-1¼ 509 (500-1¼)			
LNAV MDA	1140-¾ 521 (600-¾)	1140-1 521 (600-1)	1140-1 521 (600-1¼)	1140-1¼ 521 (600-1¼)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

HAMILTON**BUTLER CO RGNL** (HAO) 3 SE UTC-5(-4DT) N39°21.83' W84°31.32'**CINCINNATI**

633 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE HAO

H-10G, L-27E**RWY 11-29:** H5500X100 (ASPH) S-60, D-75, 2D-39 MIRL**IAP****RWY 11:** REIL. PAPI (P4L)—GA 3.5° TCH 26'. Bldg.**RWY 29:** MALSR. REIL. PAPI (P4L)—GA 3.0° TCH 25'. P-line.**AIRPORT REMARKS:** Attended Nov-Mar 1200-0200Z†, Apr-Oct 1200-0300Z†. ACTIVATE MIRL Rwy 11-29 and REIL Rws 11 and 29 and MALSR Rwy 29—CTAF.**WEATHER DATA SOURCES:** ASOS 121.425 (513) 863-6137**COMMUNICATIONS:** CTAF/UNICOM 123.05**® CINCINNATI APP/DEP CON 121.0 CLNC DEL 126.25****RADIO AIDS TO NAVIGATION:** NOTAM FILE CVG.**CINCINNATI (L) VORTAC 117.3** CVG Chan 120 N39°00.96' W84°42.20' 026° 22.5 NM to fld. 879/04W.**HAMILTON NDB (MHW) 260** HAO N39°22.37' W84°34.33' 107° 2.4 NM to fld. NOTAM FILE DAY.**ILS/DME 109.75** I-RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.**HARDIN CO** (See KENTON)**HARRISON****CINCINNATI WEST** (I67) 2 E UTC-5(-4DT) N39°15.54' W84°46.46'**CINCINNATI**

584 B S4 FUEL 100LL NOTAM FILE DAY

L-27E**RWY 01-19:** H2803X60 (ASPH) MIRL**IAP****RWY 01:** Thld dsplcd 308'. P-line.**RWY 19:** Thld dsplcd 220'. Tree.**RWY 09-27:** 1809X100 (TURF)**RWY 09:** Tree.**RWY 27:** Tree.**AIRPORT REMARKS:** Attended Oct-Apr 1300Z†-dusk, May-Sep 1300-0100Z†. Unattended all major holidays. For Jet A availability call 513-367-0231. Rwy 09-27 CLOSED indef.**COMMUNICATIONS:** CTAF/UNICOM 123.0**® APP/DEP CON 128.7****RADIO AIDS TO NAVIGATION:** NOTAM FILE CVG.**(L) VORTAC 117.3** CVG Chan 120 N39°00.96' W84°42.20' 351° 14.9 NM to fld. 879/04W.**HARRISON CO** (See CADIZ)**HARRY CLEVER FLD** (See NEW PHILADELPHIA)**HENRY CO** (See NAPOLEON)**HENDERSON** (WV) N38°45.25' W82°01.57' NOTAM FILE EKN.**CINCINNATI****(H) VORTAC 115.9** HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W.**H-10G, L-22F**

DME portion unusable 185°-194° byd 10 NM blo 8000'; 195°-204° byd 30 NM blo 8000'.

HIGHLAND CO (See HILLSBORO)**HILLSBORO** N39°11.08' W83°32.58'. NOTAM FILE DAY.**CINCINNATI****NDB (MHW) 278** HOC at Highland Co.**L-29A****RCO 122.2** (DAYTON RADIO)**HILLSBORO****HIGHLAND CO** (HOC) 3 SE UTC-5(-4DT) N39°11.33' W83°32.33'**CINCINNATI**

977 B S4 FUEL 100LL, JET A TPA-1677(700) NOTAM FILE DAY

L-29A**RWY 05-23:** H3520X75 (ASPH) S-25 MIRL 1.3% UP SW**IAP****RWY 05:** Trees**RWY 23:** REIL. PAPI (P2L). Trees.**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†, Sun 1700-2200Z†. Rwy 05-23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and REIL Rwy 23—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.175 (937) 393-9038.**COMMUNICATIONS:** CTAF/UNICOM 123.05**HILLSBORO RCO 122.2** (DAYTON RADIO)**INDIANAPOLIS CENTER APP/DEP CON 135.575****RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.**YORK (L) VORTAC 112.8** YRK Chan 75 N38°38.65' W82°58.70' 326° 41.9 NM to fld. 1040/5W.**HILLSBORO NDB (MHW) 278** HOC N39°11.08' W83°32.58' at fld. NOTAM FILE DAY.**HINDE** (see HURON)

APP CRS	Rwy Idg	2583
185°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 19

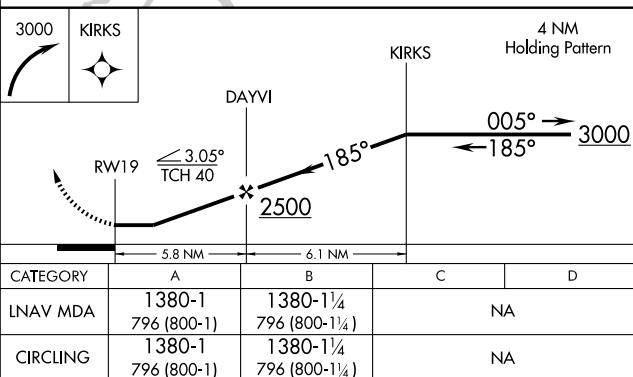
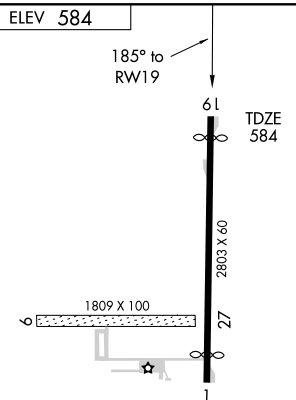
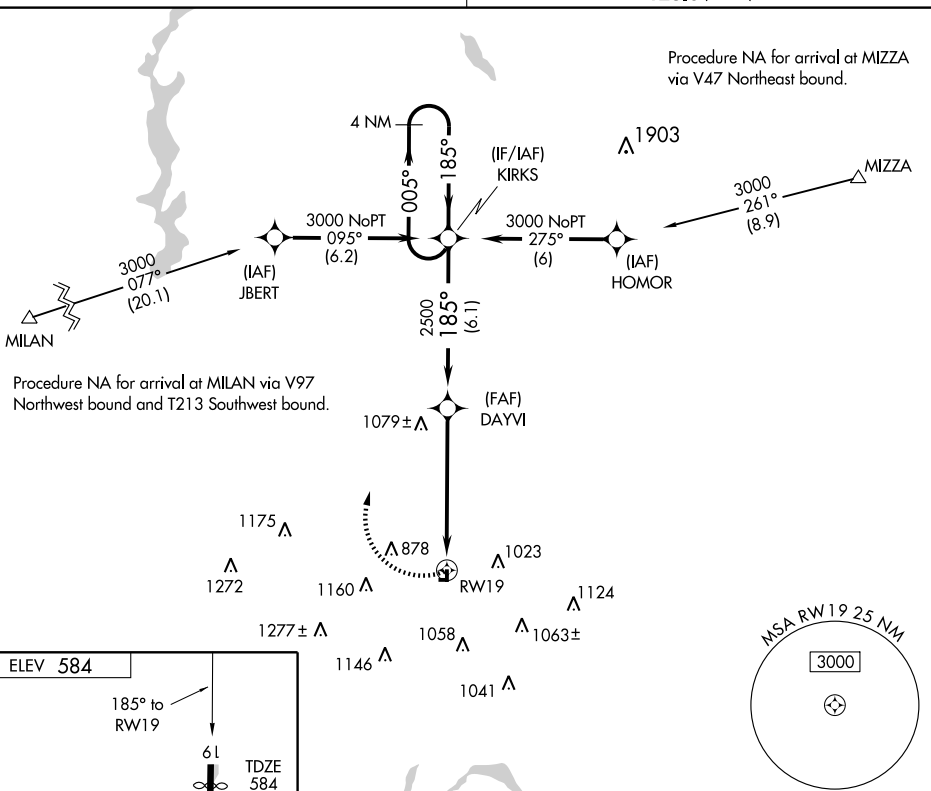
HARRISON/CINCINNATI WEST (I67)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn 3000 direct KIRKS and hold.

CINCINNATI APP CON
128.7 254.25

UNICOM
123.0 (CTAF)



MIRL Rwy 1-19

HARRISON, OHIO
 Orig 09183

39°16'N - 84°46'W

HARRISON/CINCINNATI WEST (I67)
RNAV (GPS) RWY 19

VORTAC CVG
117.3
Chan **120**

APP CRS
171°

Rwy Idg
TDZE
Apt Elev

2583
584
584

VOR RWY 19

HARRISON/CINCINNATI WEST (I67)

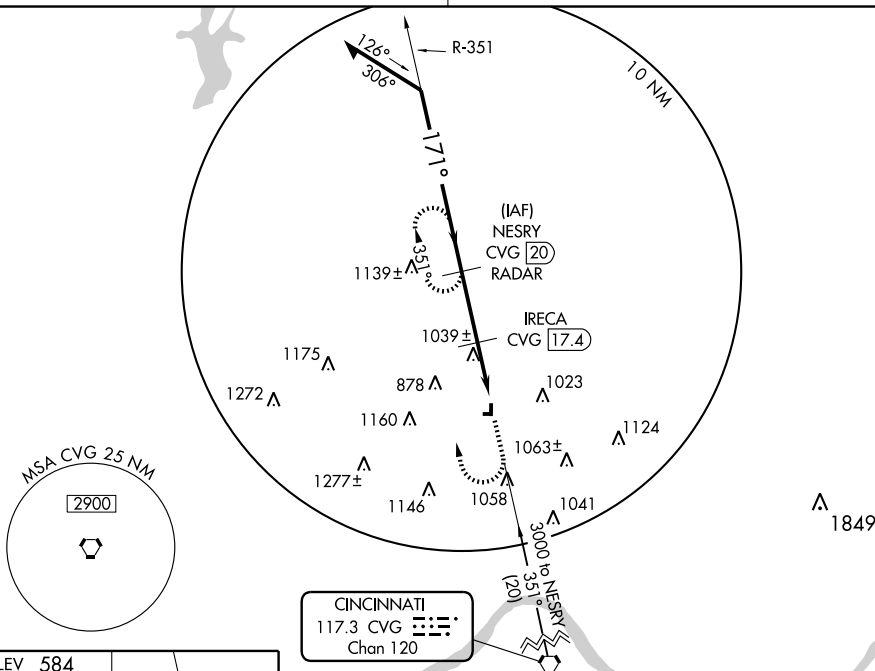
NA DME or RADAR required.
Use Butler Co Rgnl altimeter setting, when not received,
use Cincinnati/Northern Kentucky Intl altimeter setting and
increase all MDA 40 feet, and S-19 Cat. A visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2000,
then climbing right turn to 2600 via
CVG VORTAC R-351 to NESRY/
CVG 20 DME/RADAR and hold.

CINCINNATI APP CON

128.7 254.25

UNICOM

123.0 (CTAF)ELEV **584**171° 4.9 NM
from FAF61
TDZE
584

1809 X 100

27

MIRL Rwy 1-19

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

Remain
within 10 NMNESRY
CVG 20
RADAR

2000

2600

CVG

NESRY

R-351

CVG 20

117.3

RADAR

2600
35°
171°
2400

3.45°
TCH 40IRECA
CVG 17.4

CVG

15.2

1440

2.6 NM

2.3 NM

CATEGORY	A	B	C	D
S-19	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)		NA
CIRCLING	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)		NA

IRECA FIX MINIMUMS

S-19	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)		NA
CIRCLING	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)		NA

HAMILTON**BUTLER CO RGNL** (HAO) 3 SE UTC-5(-4DT) N39°21.83' W84°31.32'**CINCINNATI**

633 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE HAO

H-10G, L-27E**RWY 11-29:** H5500X100 (ASPH) S-60, D-75, 2D-39 MIRL**IAP****RWY 11:** REIL. PAPI (P4L)—GA 3.5° TCH 26'. Bldg.**RWY 29:** MALSR. REIL. PAPI (P4L)—GA 3.0° TCH 25'. P-line.**AIRPORT REMARKS:** Attended Nov-Mar 1200-0200Z†, Apr-Oct 1200-0300Z†. ACTIVATE MIRL Rwy 11-29 and REIL Rws 11 and 29 and MALSR Rwy 29—CTAF.**WEATHER DATA SOURCES:** ASOS 121.425 (513) 863-6137**COMMUNICATIONS:** CTAF/UNICOM 123.05**® CINCINNATI APP/DEP CON 121.0 CLNC DEL 126.25****RADIO AIDS TO NAVIGATION:** NOTAM FILE CVG.**CINCINNATI (L) VORTAC 117.3** CVG Chan 120 N39°00.96' W84°42.20' 026° 22.5 NM to fld. 879/04W.**HAMILTON NDB (MHW) 260** HAO N39°22.37' W84°34.33' 107° 2.4 NM to fld. NOTAM FILE DAY.**ILS/DME 109.75** I-RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.**HARDIN CO** (See KENTON)**HARRISON****CINCINNATI WEST** (I67) 2 E UTC-5(-4DT) N39°15.54' W84°46.46'**CINCINNATI**

584 B S4 FUEL 100LL NOTAM FILE DAY

L-27E**RWY 01-19:** H2803X60 (ASPH) MIRL**IAP****RWY 01:** Thld dsplcd 308'. P-line.**RWY 19:** Thld dsplcd 220'. Tree.**RWY 09-27:** 1809X100 (TURF)**RWY 09:** Tree.**RWY 27:** Tree.**AIRPORT REMARKS:** Attended Oct-Apr 1300Z†-dusk, May-Sep 1300-0100Z†. Unattended all major holidays. For Jet A availability call 513-367-0231. Rwy 09-27 CLOSED indef.**COMMUNICATIONS:** CTAF/UNICOM 123.0**® APP/DEP CON 128.7****RADIO AIDS TO NAVIGATION:** NOTAM FILE CVG.**(L) VORTAC 117.3** CVG Chan 120 N39°00.96' W84°42.20' 351° 14.9 NM to fld. 879/04W.**HARRISON CO** (See CADIZ)**HARRY CLEVER FLD** (See NEW PHILADELPHIA)**HENRY CO** (See NAPOLEON)**HENDERSON** (WV) N38°45.25' W82°01.57' NOTAM FILE EKN.**CINCINNATI****(H) VORTAC 115.9** HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W.**H-10G, L-22F**

DME portion unusable 185°-194° byd 10 NM blo 8000'; 195°-204° byd 30 NM blo 8000'.

HIGHLAND CO (See HILLSBORO)**HILLSBORO** N39°11.08' W83°32.58'. NOTAM FILE DAY.**CINCINNATI****NDB (MHW) 278** HOC at Highland Co.**L-29A****RCO 122.2** (DAYTON RADIO)**HILLSBORO****HIGHLAND CO** (HOC) 3 SE UTC-5(-4DT) N39°11.33' W83°32.33'**CINCINNATI**

977 B S4 FUEL 100LL, JET A TPA-1677(700) NOTAM FILE DAY

L-29A**RWY 05-23:** H3520X75 (ASPH) S-25 MIRL 1.3% UP SW**IAP****RWY 05:** Trees**RWY 23:** REIL. PAPI (P2L). Trees.**AIRPORT REMARKS:** Attended Mon-Sat 1300-2200Z†, Sun 1700-2200Z†. Rwy 05-23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and REIL Rwy 23—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.175 (937) 393-9038.**COMMUNICATIONS:** CTAF/UNICOM 123.05**HILLSBORO RCO 122.2** (DAYTON RADIO)**INDIANAPOLIS CENTER APP/DEP CON 135.575****RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.**YORK (L) VORTAC 112.8** YRK Chan 75 N38°38.65' W82°58.70' 326° 41.9 NM to fld. 1040/5W.**HILLSBORO NDB (MHW) 278** HOC N39°11.08' W83°32.58' at fld. NOTAM FILE DAY.**HINDE** (see HURON)

NDB HOC 278	APP CRS 230°	Rwy Idg TDZE Apt Elev	3520 950 978
-----------------------	------------------------	-----------------------------	---

NDB or GPS RWY 23

HILLSBORO/ HIGHLAND COUNTY (HOC)

▼ Use Cincinnati Lunken Field altimeter setting.
▲ NA

MISSED APPROACH: Climb to 2800 then right turn
direct HOC NDB and hold.

AWOS-3
118.175

INDIANAPOLIS CENTER
135.575 290.5

UNICOM
123.05 (CTAF) **0**

MSA HOC 25 NM

2600

BUCKEYE
MOA

(EWDER)

1374±▲

▲ 1381±

230°

050°

▲ 1319

▲ 1347±

IAF
HILLSBORO
278 HOC

10 NM

1656▲

BRUSH
CREEK
MOA

YORK
112.8 YRK
Chan 75

ELEV 978

230° to
HOC NDBTDZE
950

2800

HOC

278

NDB

Remain
within 10 NM

050°

(EWDER)

2800

230°

4 NM

CATEGORY

A

B

C

D

S-23

1760-1
810 (800-1)1760-1¼
810 (800-1¼)1760-2¼
810 (800-2¼)

NA

CIRCLING

1760-1
782 (800-1)1760-1¼
782 (800-1¼)1760-2¼
782 (800-2¼)

NA

REIL Rwy 23 **0**MIRL Rwy 5-23 **0**

VOR/DME MXQ
112.9
Chan **76**

APP CRS
144°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
978

VOR/DME or GPS-A
HILLSBORO/HIGHLAND COUNTY (HOC)



NA

Use Cincinnati Lunken Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via MXQ R-144 to GOOFS 14 DME and hold.

AWOS-3
118.175

INDIANAPOLIS CENTER
135.575 290.5

UNICOM
123.05 (CTAF) **0**

3000
094° →
PRUDE
(6.9)

IAF
MIDWEST
112.9 MXQ Chan 76

MSA MXQ 25 NM

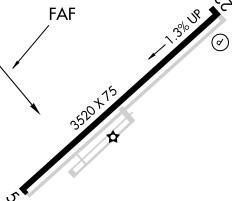
3100
090° → 2600

BRUSH CREEK MOA

BUCKEYE
MOA

ELEV 978

144° from FAF



REIL Rwy 23 **0**
MIRL Rwy 5-23 **0**

VOR/DME

GOOFS
MXQ **14**

3000
MXQ R-144
112.9

GOOFS
MXQ **14**

(MAFGA)
MXQ **18.9**

3000
Procedure
Turn NA

3000

144°

14 NM

4.9 NM

CATEGORY

A

B

C

D

CIRCLING

2000-1¼
1022 (1100-1¼)

2000-1½
1022 (1100-1½)

2000-3
1022 (1100-3)

NA

Knots

60

90

120

150

180

Min:Sec

HOGAF N41°34.45' W81°28.27' NOTAM FILE CGF.
NDB (LMM) 521 GF at Cuyahoga Co. SHUTDOWN.

DETROIT

HOLLISTER FIELD (See WILMINGTON)

HOLMES CO (See MILLERSBURG)

HOOK FLD N39°29.93' W84°26.85' NOTAM FILE DAY.
NDB (MHW) 239 HKF 054° 3.1 NM to Middletown Rgnl/Hook Fld. NDB OTS indef.

CINCINNATI
L-27E

HUBBARD N41°09.17' W80°31.89' NOTAM FILE CLE.
NDB (MHW) 408 HBD 259° 4.2 NM to Lansdowne.

DETROIT
L-30H

HURON

HINDE (88D) 3 NW UTC-5(-4DT) N41°24.22' W82°36.08'

DETROIT

609 NOTAM FILE CLE

RWY 11-29: 2500X70 (TURF)

RWY 11: Road. RWY 29: Brush.

AIRPORT REMARKS: Unattended. Arpt CLOSED at ngt. Rwy soft when wet.

COMMUNICATIONS: CTAF 122.9

JACKSON

JAMES A RHODES (I43) 5 SE UTC-5(-4DT) N38°58.88' W82°34.67'

726 B S4 FUEL 100LL, JET A1+ NOTAM FILE DAY

RWY 01-19: H5201X75 (ASPH) MIRL

RWY 01: Thld displcd 331'. Tree.

RWY 19: REIL. VASI(S2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-1800Z. MIRL Rwy 01-19
preset low ints dusk-dawn, to increase ints and ACTIVATE-CTAF.
Rwy 19 REIL OTS indef.

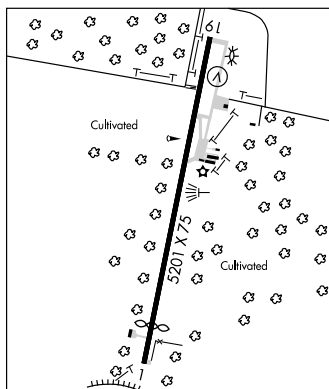
WEATHER DATA SOURCES: AWOS-3 118.825 (740) 286-1760.

COMMUNICATIONS: CTAF/UNICOM 122.7

® HUNTINGTON APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25'
W82°01.57' 301° 29.2 NM to fld. 880/03W.

CINCINNATI
H-10G, L-29A
IAP

JAMES A RHODES (See JACKSON)

JAMES M COX DAYTON INTL (See DAYTON)

JAMESTOWN

BLOOM (14I) 2 SW UTC-5(-4DT) N39°38.00' W83°45.00'

CINCINNATI

1050 TPA-1850(800) NOTAM FILE DAY

RWY 06-24: 1220X80 (TURF)

RWY 06: Pole. RWY 24: Pole.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

JEFFERSON CO AIRPARK (See STEUBENVILLE)

JEFFERSON N41°45.61' W80°44.89' NOTAM FILE CLE.

DETROIT
L-30G

(L) VOR/DME 115.2 JFN Chan 99 070° 2.6 NM to Ashtabula Co. 900/5W.

DME unusable:

085°-125° byd 35 NM blo 3500'

191°-230° all alts and distances

126°-190° byd 20 NM blo 3500'

231°-260° byd 30 NM blo 3500'

RCD 122.1R 115.2T (CLEVELAND RADIO)

APP CRS **010°** Rwy ldg **4870**
 TDZE **722**
 Apt Elev **726**

RNAV (GPS) RWY 1
 JACKSON / JAMES A. RHODES (I43)

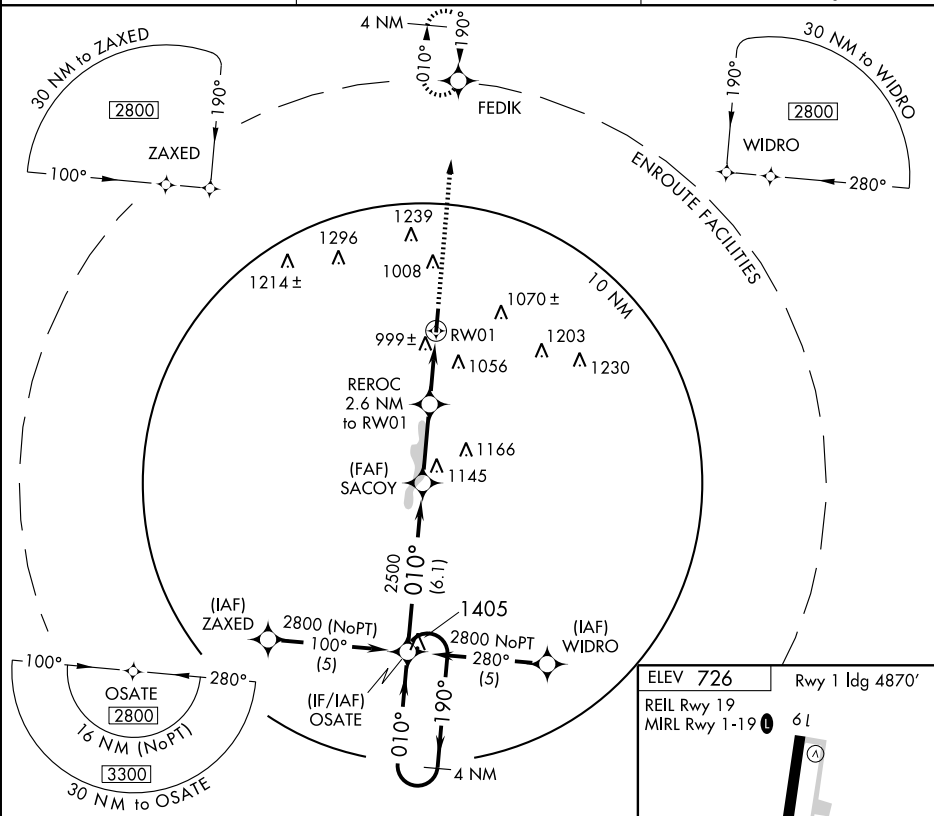
▼ When local altimeter setting not received, use Greater
 Portsmouth altimeter setting and increase all MDA 60 feet,
 and Cat C/D visibilities ¼ mile, increase Circling Cat B/C/D
 visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FEDIK
 WP and hold.

AWOS-3
118.825

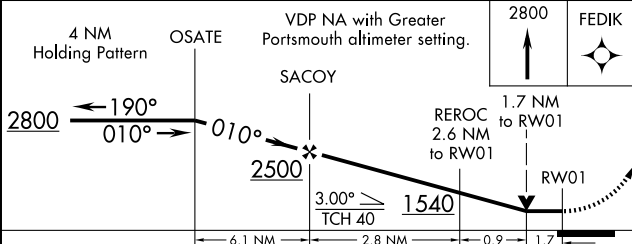
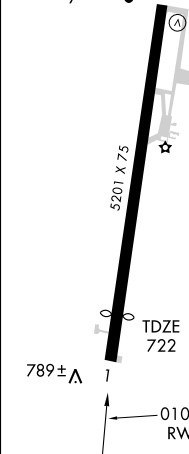
HUNTINGTON APP CON
128.4 270.1

UNICOM
122.7 (CTAF) 0



ELEV **726** Rwy 1 ldg **4870'**

REIL Rwy 19
 MRL Rwy 1-19 **0**



CATEGORY	A	B	C	D
LNAV MDA	1300-1	578 (600-1)	1300-1½ 578 (600-1½)	1300-1¾ 578 (600-1¾)
CIRCLING	1300-1 574 (600-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

APP CRS **190°**
Rwy ldg **5201**
TDZE **726**
Apt Elev **726**

RNAV (GPS) RWY 19

JACKSON/ JAMES A. RHODES (I43)

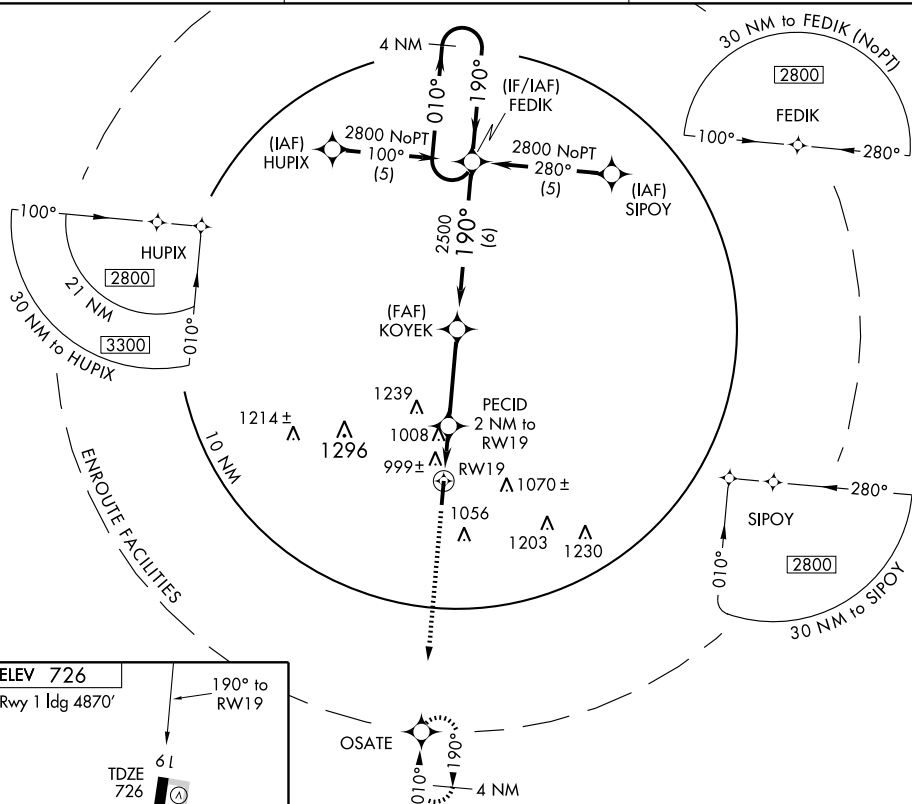
▼ DME/DME RNP-0.3 NA.
▲ NA When local altimeter setting not received, use Greater Portsmouth
altimeter setting and increase all MDAs 60 feet,
increase Circling Cat B/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800
direct OSATE WP and hold.

AWOS-3
118.825

HUNTINGTON APP CON
128.4 270.1

UNICOM
122.7 (CTAF) 0



ELEV 726

Rwy 1 ldg 4870'

TDZE 726

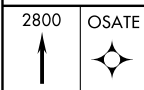
61

5201 x 75

789±

REIL Rwy 19

MIRL Rwy 1-19 0



2800

OSATE

RW19

2 NM to RW19

1460

3.32°

TCH 40

2 NM

3.5

6 NM

CATEGORY

LNAV MDA

CIRCLING

A

B

C

D

1260-1

534 (600-1)

1300-1

574 (600-1)

1420-1

694 (700-1)

1260-1½

534 (600-1½)

1420-2

694 (700-2)

1260-1¾

534 (600-1¾)

1420-2¼

694 (700-2¼)

1460

2500

190°

010°

2800

4 NM

Holding Pattern

VGS1 and descent angles not coincident.

VORTAC YRK 112.8 Chan 75	APP CRS 048°	Rwy ldg TDZE Apt Elev	N/A N/A 726
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VOR/DME-A

JACKSON/JAMES A. RHODES (I43)

▼ When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile.

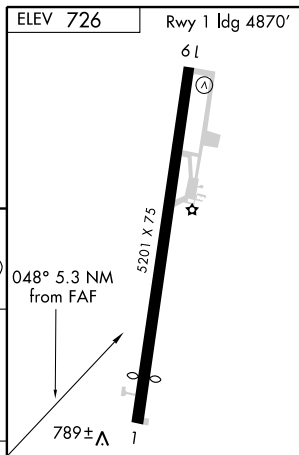
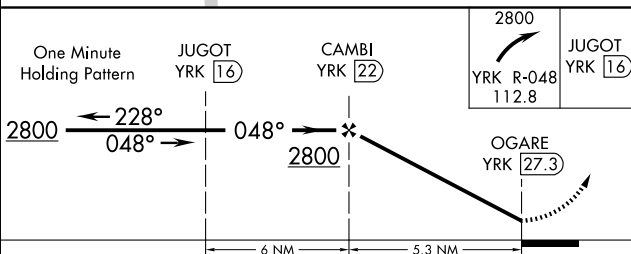
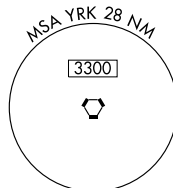
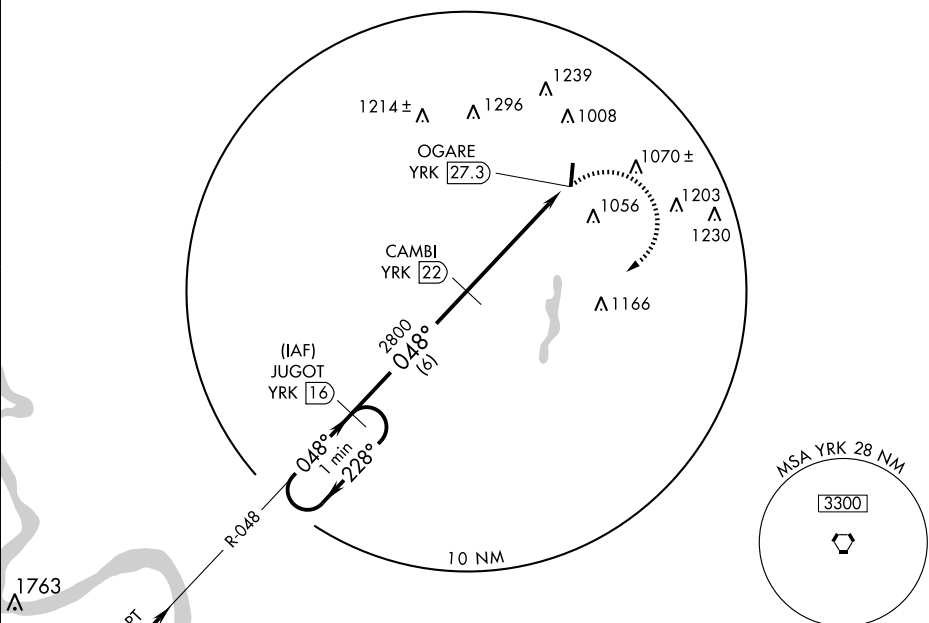
▲ NA

MISSED APPROACH: Climbing right turn to 2800 via YRK R-048 to JUGOT/16 DME and hold.

AWOS-3
118.825

HUNTINGTON APP CON
128.4 270.1

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	1360-1 634 (700-1)	1420-1 ¼ 694 (700-1 ¼)	1420-2 694 (700-2)	1420-2 ¼ 694 (700-2 ¼)

REIL Rwy 19
MIRL Rwy 1-19 **0**

KELLEYS ISLAND LAND FLD (89D) 1 NE UTC-5(-4DT) N41°36.17' W82°41.08'

DETROIT

598 NOTAM FILE CLE

RWY 18-36: H2270X35 (ASPH) LIRL

RWY 18: Bldg. RWY 36: Trees.

RWY 09-27: H2203X50 (ASPH) LIRL

RWY 09: Trees. RWY 27: Tree.

AIRPORT REMARKS: Unattended. Rwy 18-36 CLOSED indef. Rwy 09-27 pavement poor—weathered with cracks. Ldg fee.

COMMUNICATIONS: CTAF 122.9

KENT STATE UNIV (1G3) 3 W UTC-5(-4DT) N41°09.08' W81°24.91'

DETROIT

1134 B S4 FUEL 100LL, JET A1+ TPA-1984(850) NOTAM FILE CLE

L-30G

RWY 01-19: H4000X60 (ASPH) MIRL 0.4% up N

IAP

RWY 01: REIL. VASI(V4L)—GA 3.5° TCH 42'. Thld dsplcd 49'. Trees.

RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1130Z±-dusk, Sat-Sun

1300Z±-dusk. Self svc fuel avbl. Self svc fuel OTS indef. Ramp

fee for multi-engine and turbine powered acft—waived with fuel

purchase. Deer on and invof arpt. For noise abatement

procedures ctc arpt manager on 330-672-1943. ACTIVATE MIRL

Rwy 01-19; VASI and REIL Rwy 01 and Rwy 19-122.9. Rwy 01

and Rwy 19 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z±)

CLNC DEL 125.65

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z±)

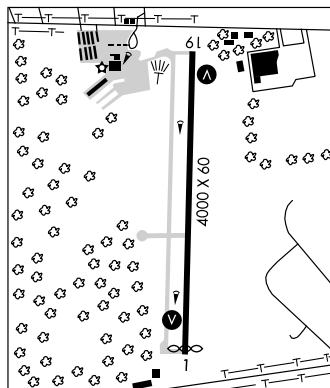
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47'

W81°12.09' 289° 10 NM to fld. 1194/4W.

AKRON NDB (MHW/LOM) 362 AK N41°04.19' W81°23.25' 353°

5.1 NM to fld. NOTAM FILE CLE.



KENTON

HARDIN CO (I95) 3 SW UTC-5(-4DT) N40°36.61' W83°38.66'

DETROIT

1022 B S4 FUEL 100LL, JET A1+ TPA-2022(1000) NOTAM FILE DAY

L-27E

RWY 04-22: H4797X75 (ASPH) S-19 MIRL 0.5% up SW

IAP

RWY 04: Fence. RWY 22: Road.

AIRPORT REMARKS: Attended Sat-Sun 1400-2000Z±, May-Oct Mon-Fri 1300-0100Z±, Nov-Apr Mon-Fri

1400-2300Z±. Birds on and invof arpt. ACTIVATE MIRL Rwy 04-22-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 128.075

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 168° 21.3 NM to fld. 820/2W.

ALLEN CO (T) VOR 108.4 AOH N40°42.43' W83°58.09' 115° 15.9 NM to fld. NOTAM FILE DAY. VOR portion

unusable 091°-109° byd 20 NM.

KNOX CO (See MOUNT VERNON)

KOONS (See SALEM)

LAGRANGE (92D) 2 S UTC-5(-4DT) N41°12.17' W82°06.91'

DETROIT

843 TPA-1843(1000) NOTAM FILE CLE

RWY 09-27: 2670X95 (TURF)

RWY 09: P-line. RWY 27: Trees

RWY 18-36: 1410X95 (TURF)

RWY 18: Tree. RWY 36: Trees.

AIRPORT REMARKS: Attended irregularly. Arpt occasionally CLOSED for radio controlled model flying. Req blind call on

122.9 at arrival and departure as safety procedure. Rwy 09-27 and Rwy 18-36 soft when wet during spring or

after heavy rains, ctc arpt manager for rwy condition 440-610-6013. Rwy 36 has no line of sight with Rwy 09

and Rwy 27 ends. Rwy 18-36 marked with white tires.

COMMUNICATIONS: CTAF 122.9

LAKEFIELD (See CELINA)

LOM AK	APP CRS	Rwy Idg	3950
<u>362</u>	351°	TDZE	1128
		Apt Elev	1134

NDB RWY 1
KENT STATE UNIVERSITY (1G3)

A NA Use Akron-Canton altimeter setting.

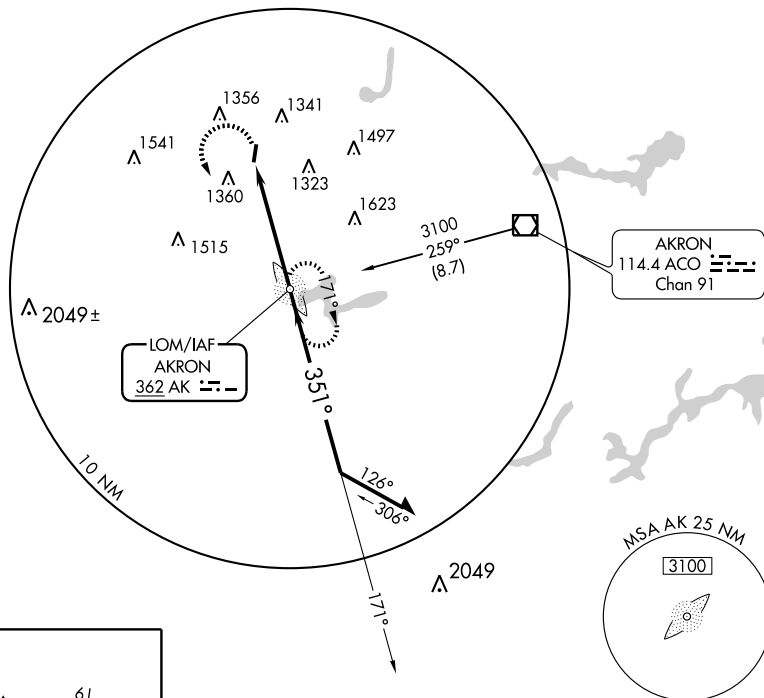
MISSED APPROACH: Climbing left turn to 3100 direct AK LOM and hold.

AKRON-CANTON APP CON ★
118.6 371,875

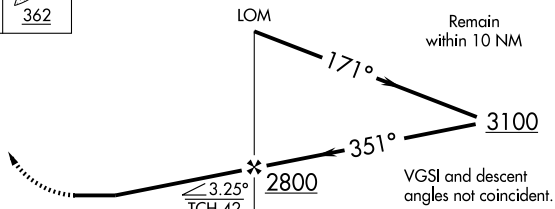
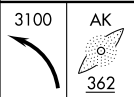
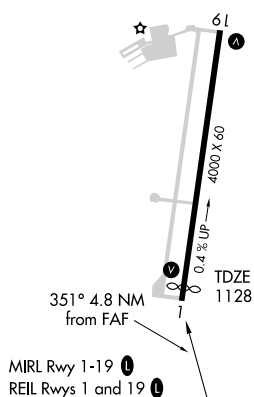
CLNC DEL
125,65

UNICOM
122.725 (CTAF)

122.9 L



ELEV 1134



CATEGORY	A	B	C	D
S-1	1760-1	632 (700-1)	1760-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1760-1	626 (700-1)	1760-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	NA

KENT, OHIO
Amdt 12 09183

41°09'N - 81°25'W

KENT STATE UNIVERSITY(1G3)
NDB PVM 1

NDB RWY 1

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

WAAS CH 61001 W01A	APP CRS 016°	Rwy Idg 3950 TDZE 1127 Apt Elev 1134
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RNAV (GPS) RWY 1

KENT STATE UNIVERSITY (1G3)

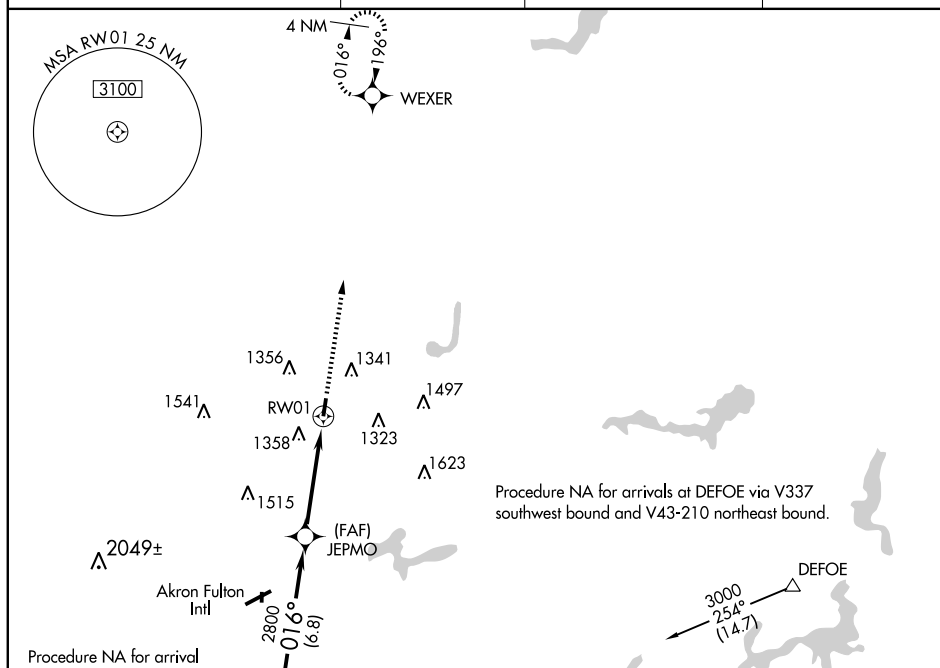
NA	DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.	MISSED APPROACH: Climb to 3000 direct WEXER and hold.
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AKRON-CANTON APP CON ★
118.6 371.875

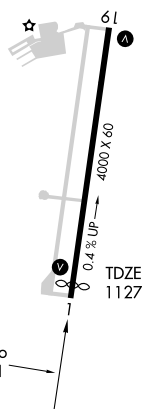
CLNC DEL
125.65

UNICOM
122.725 (CTAF)

122.9



ELEV **1134**
MIRL Rwy 1-19 **1**
REIL Rwy 1 and 19 **1**



	OMADE		JEPMO	3000	WEXER
	5 NM Holding Pattern				
	3000 ← 196°		016° →		
	GS 3.50° TCH 42		2800		
	6.8 NM		4.4 NM		
CATEGORY	A	B	C	D	
LPV DA	1497-1¼		370 (400-1¼)	NA	
LNAV MDA	1660-1 533 (600-1)		1660-1½ 533 (600-1½)	NA	
CIRCLING	1760-1¼ 626 (700-1¼)		1760-1¾ 626 (700-1¾)	NA	

WAAS CH 65701 W19A	APP CRS 196°	Rwy Idg TDZE 1134 Apt Elev 1134
--	------------------------	---

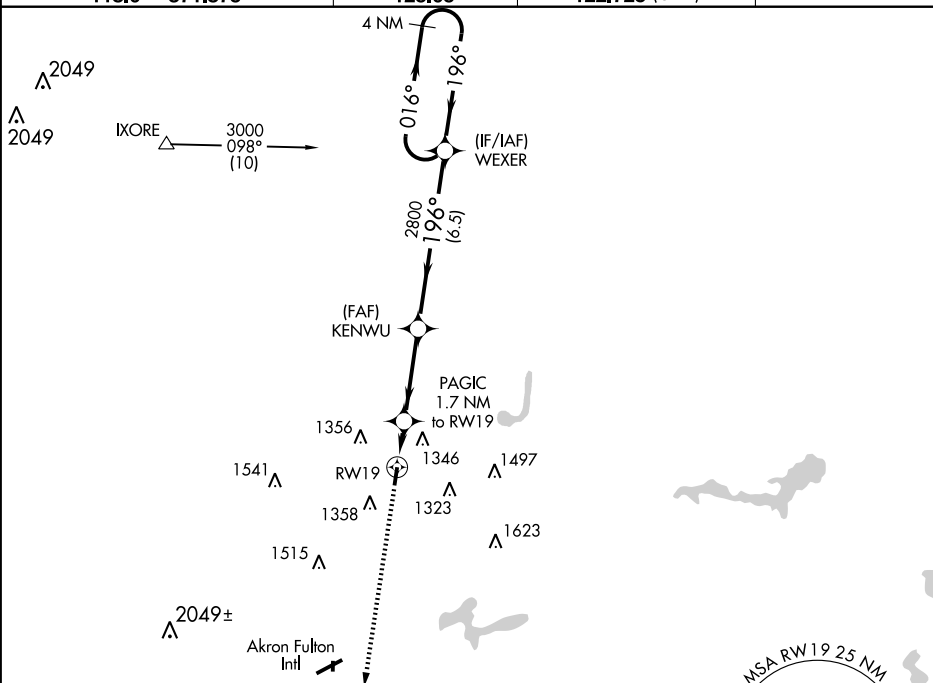
RNAV (GPS) RWY 19

KENT STATE UNIVERSITY (1G3)

NA DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting, and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.	MISSED APPROACH: Climb to 3000 direct OMADE and hold.
--	--

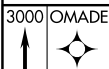
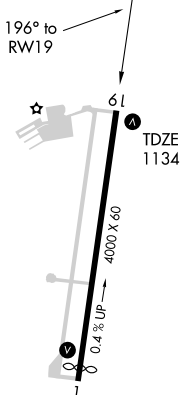
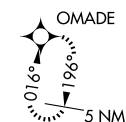
 AKRON-CANTON APP CON ★
118.6 371.875

 CLNC DEL
125.65

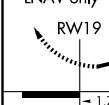
 UNICOM
122.725 (CTAF)
122.9 0


ELEV 1134

MISSED APCH FIX



*LNAV only



KENWU

WEXER

4 NM Holding Pattern

016° → 3000

← 196°

GS 3.00°

TCH 40

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA	1443-1 309 (400-1)			NA
LNAV MDA	1580-1	446 (500-1)	1580-1¼ 446 (500-1¼)	NA
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

 MRL Rwy 1-19 0
 REIL Rlys 1 and 19 0

VOR/DME ACO 114.4 Chan 91	APP CRS 289°	Rwy ldg TDZE Apt Elev 1134	N/A N/A
---	------------------------	---	--------------------------

VOR-A
KENT STATE UNIVERSITY (1G3)

NA Use Akron-Canton altimeter setting.

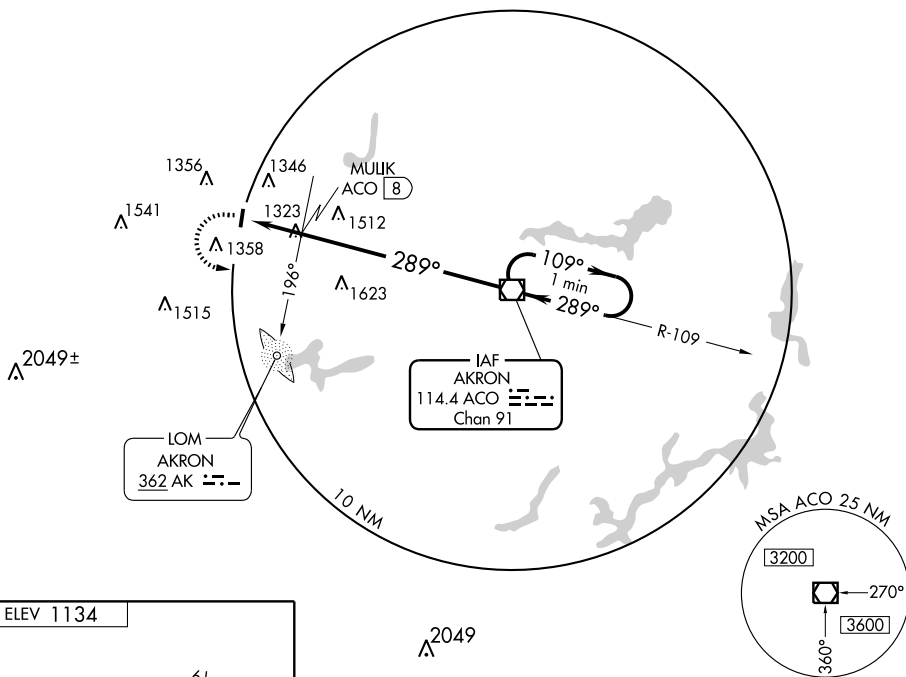
MISSED APPROACH: Climbing left turn to
3000 direct ACO VOR/DME and hold.

AKRON-CANTON APP CON ★
118.6 371.875

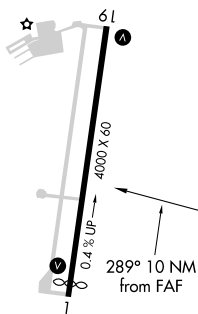
CLNC DEL
125.65

UNICOM
122.725 (CTAF)

122.9 **0**



ELEV 1134

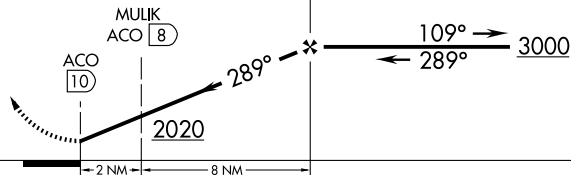
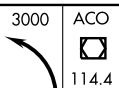


MIRL Rwy 1-19 **0**
REIL Rwy 1 and 19 **0**

FAF to MAP 10 NM

Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20

KENT, OHIO
Amdt 13 09183



CATEGORY	A	B	C	D
CIRCLING	2020-1¼	886 (900-1¼)	2020-2¾ 886 (900-2¾)	NA
MULIK FIX MINIMUMS				
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

41°09'N - 81°25'W

KENT STATE UNIVERSITY (1G3)

VOR-A

KELLEYS ISLAND LAND FLD (89D) 1 NE UTC-5(-4DT) N41°36.17' W82°41.08'

DETROIT

598 NOTAM FILE CLE

RWY 18-36: H2270X35 (ASPH) LIRL

RWY 18: Bldg. RWY 36: Trees.

RWY 09-27: H2203X50 (ASPH) LIRL

RWY 09: Trees. RWY 27: Tree.

AIRPORT REMARKS: Unattended. Rwy 18-36 CLOSED indef. Rwy 09-27 pavement poor—weathered with cracks. Ldg fee.

COMMUNICATIONS: CTAF 122.9

KENT STATE UNIV (1G3) 3 W UTC-5(-4DT) N41°09.08' W81°24.91'

DETROIT

1134 B S4 FUEL 100LL, JET A1+ TPA-1984(850) NOTAM FILE CLE

L-30G

RWY 01-19: H4000X60 (ASPH) MIRL 0.4% up N

IAP

RWY 01: REIL. VASI(V4L)—GA 3.5° TCH 42'. Thld dsplcd 49'. Trees.

RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1130Z±-dusk, Sat-Sun

1300Z±-dusk. Self svc fuel avbl. Self svc fuel OTS indef. Ramp

fee for multi-engine and turbine powered acft—waived with fuel

purchase. Deer on and invof arpt. For noise abatement

procedures ctc arpt manager on 330-672-1943. ACTIVATE MIRL

Rwy 01-19; VASI and REIL Rwy 01 and Rwy 19-122.9. Rwy 01

and Rwy 19 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z±)

CLNC DEL 125.65

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z±)

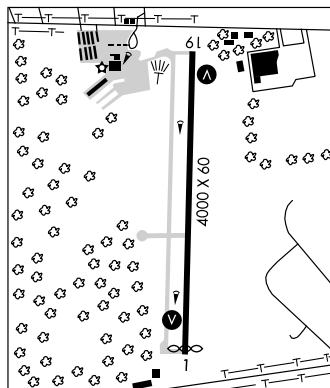
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47'

W81°12.09' 289° 10 NM to fld. 1194/4W.

AKRON NDB (MHW/LOM) 362 AK N41°04.19' W81°23.25' 353°

5.1 NM to fld. NOTAM FILE CLE.



KENTON

HARDIN CO (I95) 3 SW UTC-5(-4DT) N40°36.61' W83°38.66'

DETROIT

1022 B S4 FUEL 100LL, JET A1+ TPA-2022(1000) NOTAM FILE DAY

L-27E

RWY 04-22: H4797X75 (ASPH) S-19 MIRL 0.5% up SW

IAP

RWY 04: Fence. RWY 22: Road.

AIRPORT REMARKS: Attended Sat-Sun 1400-2000Z±, May-Oct Mon-Fri 1300-0100Z±, Nov-Apr Mon-Fri

1400-2300Z±. Birds on and invof arpt. ACTIVATE MIRL Rwy 04-22-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

INDIANAPOLIS CENTER APP/DEP CON 128.075

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 168° 21.3 NM to fld. 820/2W.

ALLEN CO (T) VOR 108.4 AOH N40°42.43' W83°58.09' 115° 15.9 NM to fld. NOTAM FILE DAY. VOR portion

unusable 091°-109° byd 20 NM.

KNOX CO (See MOUNT VERNON)

KOONS (See SALEM)

LAGRANGE (92D) 2 S UTC-5(-4DT) N41°12.17' W82°06.91'

DETROIT

843 TPA-1843(1000) NOTAM FILE CLE

RWY 09-27: 2670X95 (TURF)

RWY 09: P-line. RWY 27: Trees

RWY 18-36: 1410X95 (TURF)

RWY 18: Tree. RWY 36: Trees.

AIRPORT REMARKS: Attended irregularly. Arpt occasionally CLOSED for radio controlled model flying. Req blind call on

122.9 at arrival and departure as safety procedure. Rwy 09-27 and Rwy 18-36 soft when wet during spring or

after heavy rains, ctc arpt manager for rwy condition 440-610-6013. Rwy 36 has no line of sight with Rwy 09

and Rwy 27 ends. Rwy 18-36 marked with white tires.

COMMUNICATIONS: CTAF 122.9

LAKEFIELD (See CELINA)

VORTAC FDY
108.2
Chan 19

APP CRS
222°

Rwy Idg
4797
TDZE
1030
Apt Elev
1030

VOR/DME RNAV or GPS RWY 22

KENTON/HARDIN COUNTY (I95)



NA

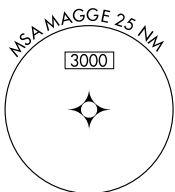
Use Findlay altimeter setting.

MISSED APPROACH: Climb to 3000
then right turn direct AOH VOR and hold.

FINDLAY ASOS
124.425

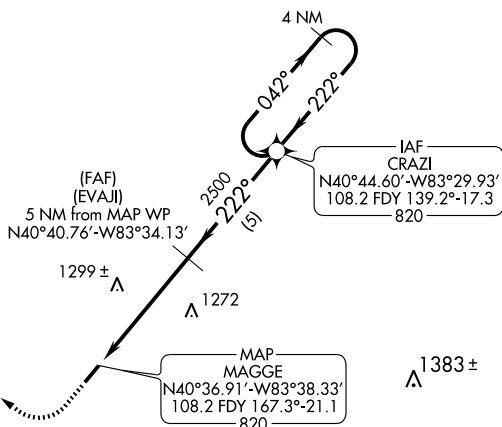
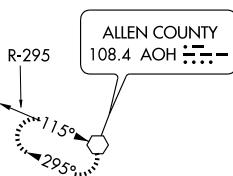
INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.8 (CTAF) 0



FINDLAY
108.2 FDY
Chan 19

3000
139°
(1:3)



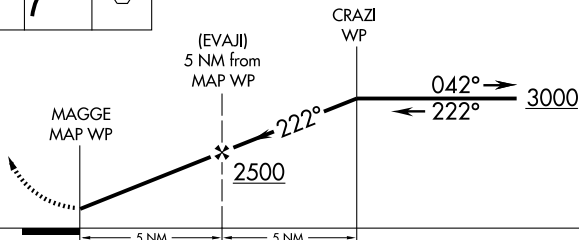
ELEV 1030

222° to
MAP WP

TDZE
1030

0.5% UP

4797 X 75



CATEGORY	A	B	C	D
S-22	1660-1 630 (700-1)	1660-1½ 630 (700-1½)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)
CIRCLING	1660-1 630 (700-1)	1660-1½ 630 (700-1½)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)

MIRL Rwy 4-22 0

VOR AOH 108.4	APP CRS 115°	Rwy Idg TDZE Apt Elev N/A N/A 1030
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VOR or GPS-A

KENTON/HARDIN COUNTY (I95)

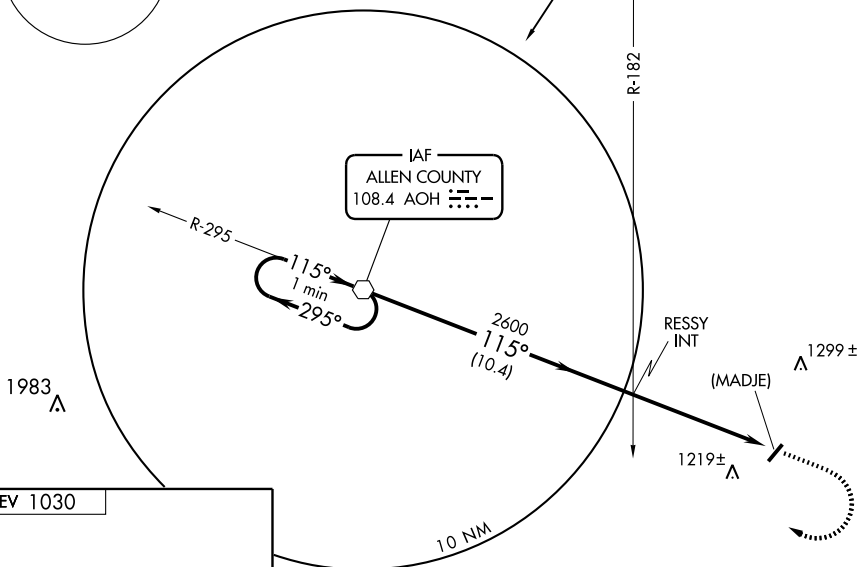
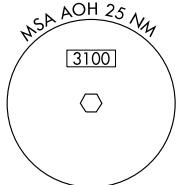
Use Findlay altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AOH VOR and hold.

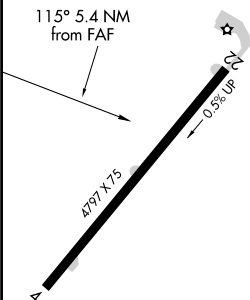
FINDLAY ASOS
124.425

INDIANAPOLIS CENTER
128.075 269.0

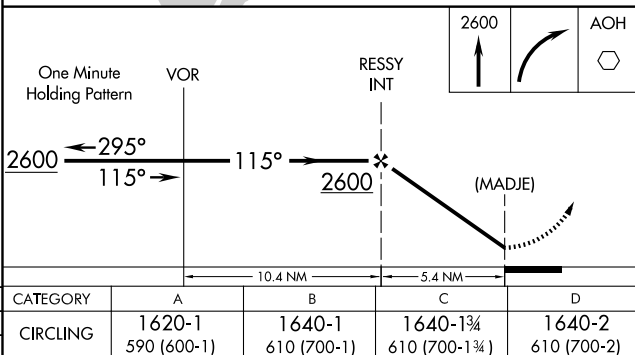
UNICOM
122.8 (CTAF) 0



ELEV 1030



MIRL Rwy 4-22 0



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

KENTON, OHIO
Amdt 3A 10154

KENTON/HARDIN COUNTY (I95)

40°37'N - 83°39'W

VOR or GPS-A

LAKELAND N41°40.94' W81°22.74' NOTAM FILE CLE.
NDB (MHW) 263 LQL at Willoughby Lost Nation Muni. NDB unmonitored.

DETROIT
L-306

LANCASTER

FAIRFIELD CO (LHQ) 3 NW UTC-5(-4DT) N39°45.34' W82°39.43'

868 B S4 FUEL 100LL, JET A1 + NOTAM FILE LHQ

RWY 10-28: H5004X75 (ASPH) S-25.5, D-38.5 HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0°. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 279'. Road.

AIRPORT REMARKS: Attended 1300Z±-dark. Arpt unattended Christmas, New Years and Thanksgiving. Fuel available 24 hrs with credit card. Run up area N end Rwy 28 closed permanently. Rwy 28 calm wind preferred rwy.

ACTIVATE HIRL Rwy 10-28 and REILS Rwy 10 and Rwy 28—122.725. PAPI Rwy 10 and Rwy 28 operates 24 hours.

WEATHER DATA SOURCES: ASOS 118.375 (740) 681-1097.

COMMUNICATIONS: CTAF/UNICOM 122.725

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ COLUMBUS APP/DEP CON 132.3 CLNC DEL 121.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.07' W82°35.30' 194° 23.9 NM to fld. 1360/6W.
HIWAS.

CASER NDB (LOM) 338 LH N39°44.93' W82°32.12' 280° 5.7 NM to fld. Unmonitored.

ILS 111.9 I-LHQ Rwy 28. LOM CASER NDB. LOC only. LOM unmonitored. LOC unmonitored.

CINCINNATI
H-106, L-29A
IAP

LANDSDOWNE (See YOUNGSTOWN)

LAWRENCE CO AIRPARK (See CHESAPEAKE-HUNTINGTON WVA)

LEBANON-WARREN CO (I68) 3 NW UTC-5(-4DT) N39°27.73' W84°15.11'

898 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE DAY

RWY 01-19: H4502X65 (ASPH) RWY MIRL (NSTD) 0.3% up N

RWY 01: REIL. PAPI(P4R). Thld dsplcd 630'. P-line. Rgt tfc.

RWY 19: REIL. PAPI(P4L). Thld dsplcd 410' (daigt). Trees.

AIRPORT REMARKS: Attended 1230-0300Z±. PAEW adjacent rwy and twy indef. NSTD MIRL Rwy 01-19, not located at correct place adjacent to dsplcd thld markings. Rwy 19 dsplcd thld not lgtd. Rwy 01 dsplcd thld at the 630' mark is not lgtd. The former dsplcd thld at 363' mark is lgtd for night ops. Rwy 19 PAPI OTS indef. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01-19—123.075.

WEATHER DATA SOURCES: AWOS-3 120.55 (513) 934-5500.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ DAYTON APP CON 126.5 (091°-180°) 118.85 127.225

Ⓡ DAYTON DEP CON 126.5 (091°-180°)

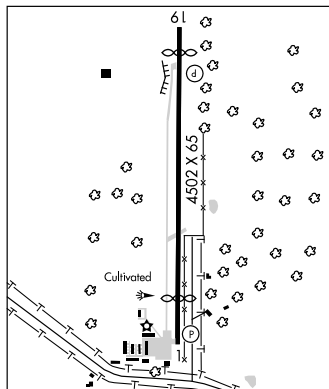
DAYTON CLNC DEL 119.4 (937) 454-7282

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 279° 21 NM to fld 1050/4W.

ONIDA NDB (LOM) 223 MW N39°34.69' W84°19.42' 159° 7.7 NM to fld. NOTAM FILE DAY. Unmonitored.

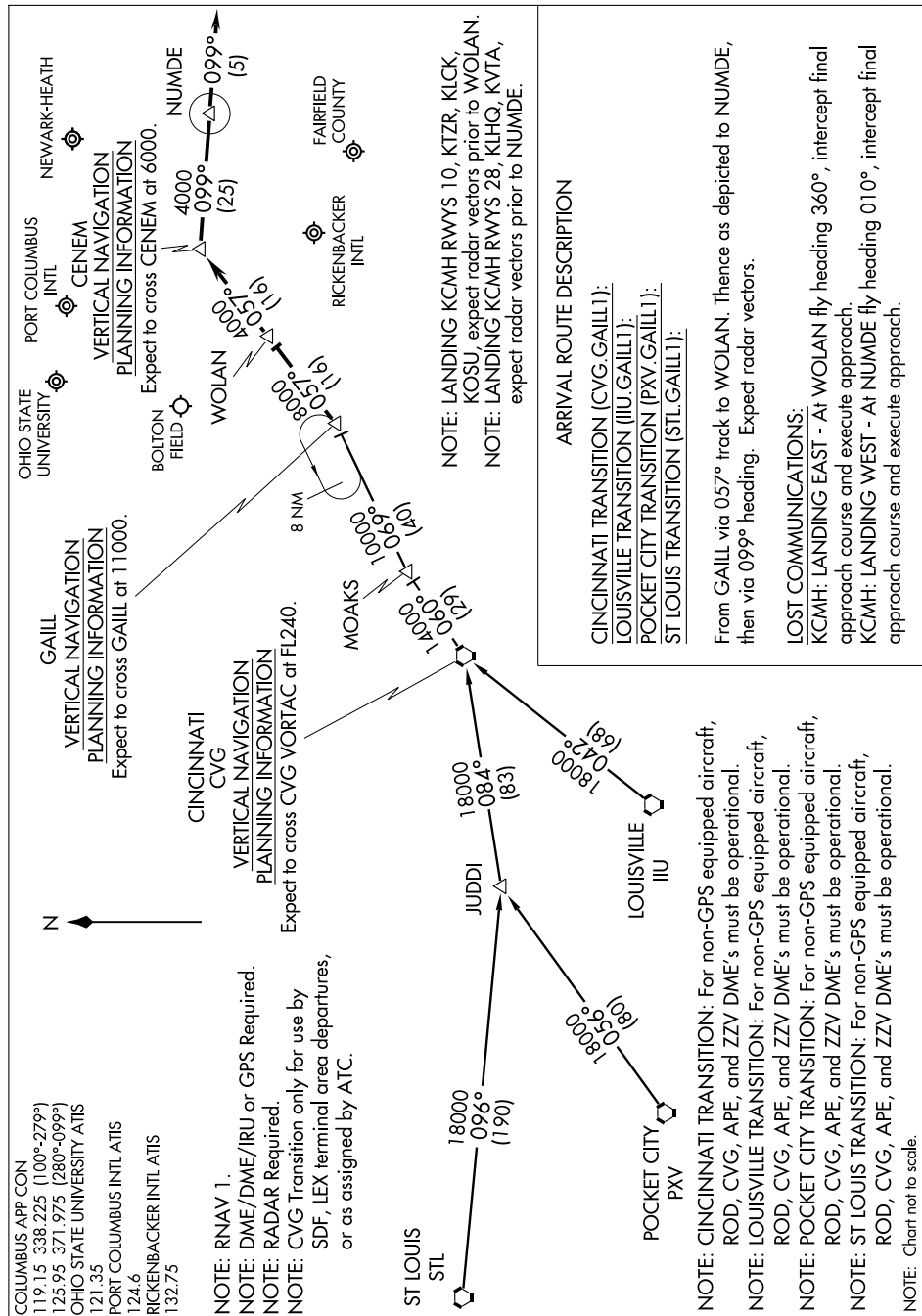
CINCINNATI
L-27E
IAP



GAILL ONE ARRIVAL (RNAV)

COLUMBUS, OH

EC-2, 26 AUG 2010 to 23 SEP 2010



GAILL ONE ARRIVAL (RNAV)

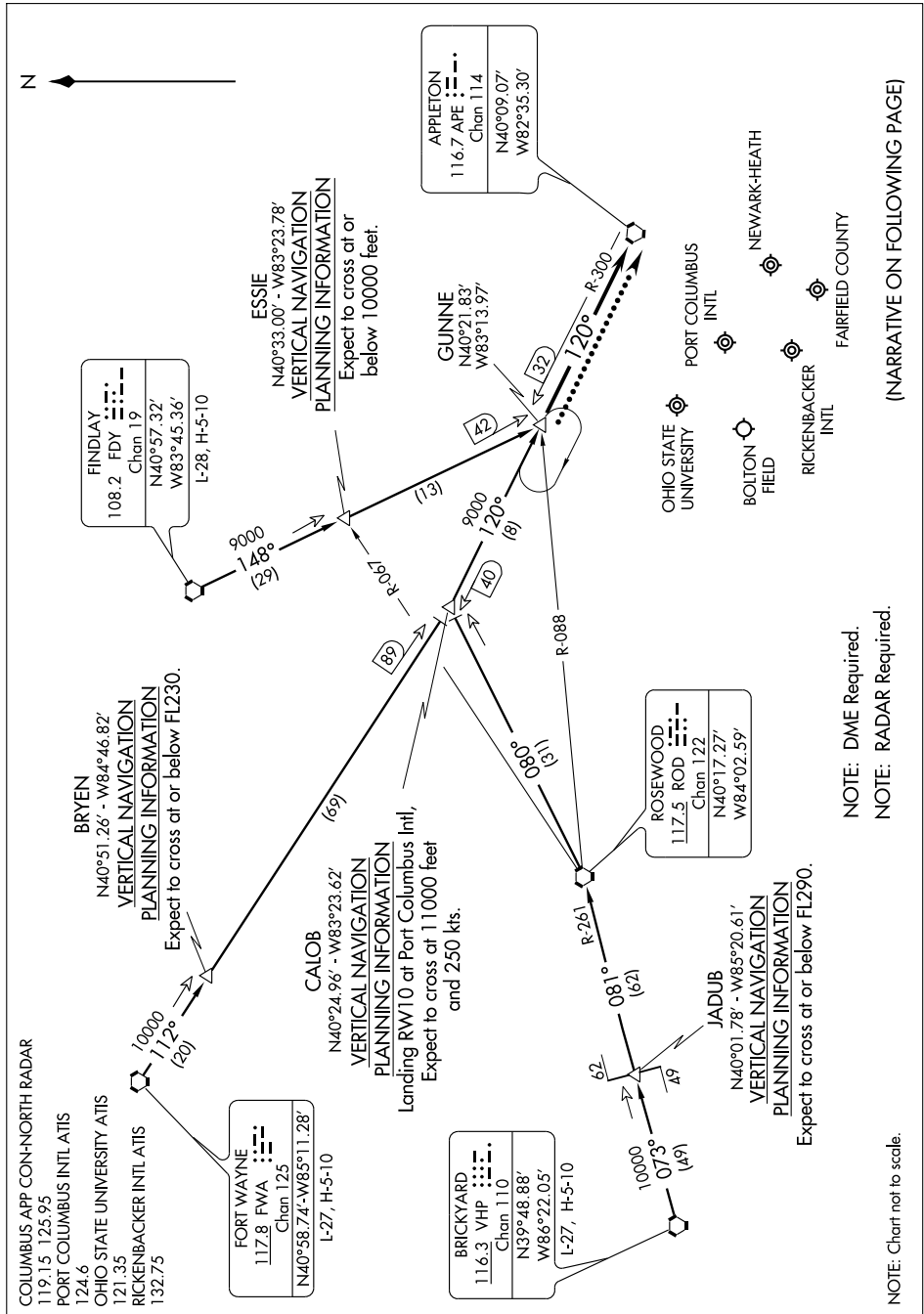
COLUMBUS, OH

(GUNNE.GUNNE1) 09239
GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

GUNNE ONE ARRIVAL
(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

LOC I-LHQ	APP CRS	Rwy Idg	4725
<u>111.9</u>	280°	TDZE	864
		Apt Elev	869

LOC RWY 28
LANCASTER/FAIRFIELD COUNTY (LHQ)

T
A NA

MISSED APPROACH: Climb to 2700 then left turn direct CASER LOM and hold.

ASOS
118.375

COLUMBUS APP CON
132.3 279.6

CLNC DEL
121,65

UNICOM
122.725 (CTAF) **L**

APPLETON
116.7 APE :: -.
Chan 114

LOCALIZER 111.9
I-LHQ $\ddot{\vdots} \vdots \vdots$

LOM/IAF
CASER
338 LH ::::

MSA LH 25 NM

2800

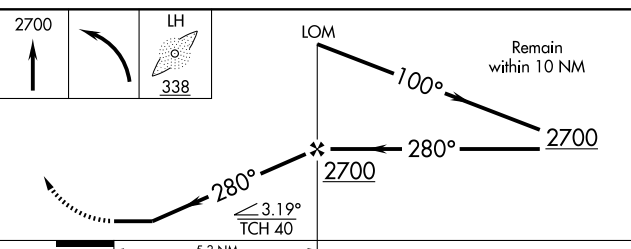
ELEV 869

ADF or RADAR REQUIRED

REIL Rwy 10 and 28 **L**
HIRL Rwy 10-28 **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LANCASTER, OHIO
Amdt 1B 10098



CATEGORY	A	B	C	D
S-28	1520-1	656 (700-1)	1520-1 ³ / ₄ 656 (700-1 ³ / ₄)	NA
CIRCLING	1520-1 651 (700-1)	1540-1 671 (700-1)	1640-2 ¹ / ₄ 771 (800-2 ¹ / ₄)	NA

LANCASTER/FAIRFIELD COUNTY (LHQ)

LOC RWY 28

39°45'N - 82°39'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 97701 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	5004 857 868
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RNAV (GPS) RWY 10

LANCASTER/FAIRFIELD COUNTY (LH9)



Baro-VNAV NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above
54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not
received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs
60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

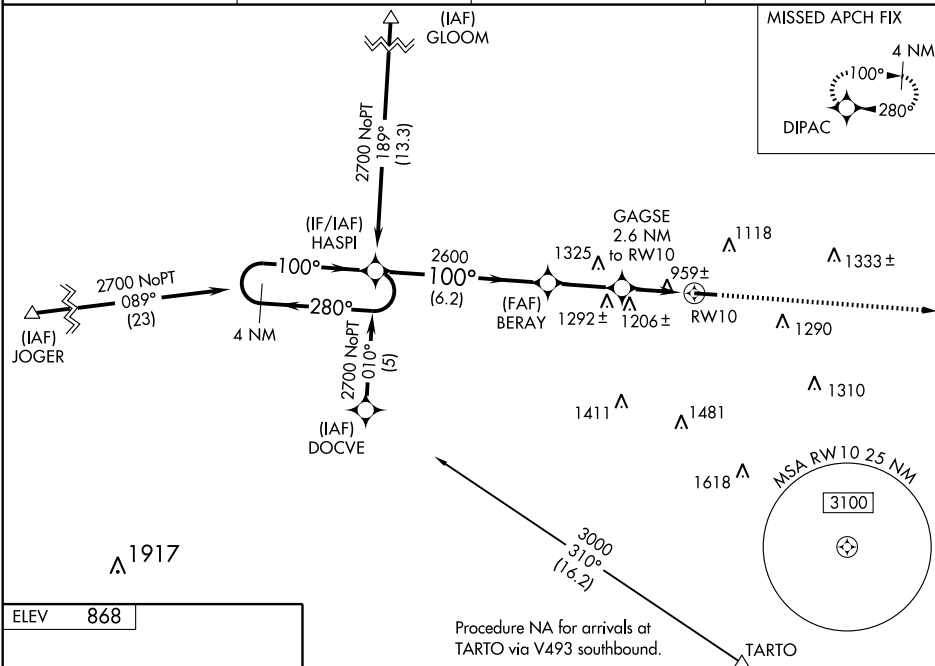
MISSED APPROACH: Climb to
2800 direct DIPAC and hold.

ASOS
118.375

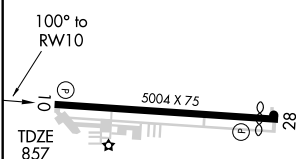
COLUMBUS APP CON
132.3 279.6

CLNC DEL
121.65

UNICOM
122.725 (CTAF)



ELEV **868**



4 NM
Holding Pattern

HASPI

2700 ← 280°
100° →

GS 3.00°
TCH 40

VGSI and RNAV
glidepath not coincident.

BERAY

100°

2600

GAGSE
2.6 NM
to RWY 10

1720*

2800

DIPAC



* LNAV only

RWY 10

6.2 NM 2.7 NM 2.6 NM

CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/VNAV DA	1291-1½ 434 (500-1½)			NA
LNAV MDA	1460-1	603 (600-1)	1460-1¾ 603 (600-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwy 10 and 28
HIRL Rwy 10-28

APP CRS **280°**
 Rwy Idg **4725**
 TDZE **864**
 Apt Elev **868**

RNAV (GPS) RWY 28

LANCASTER/FAIRFIELD COUNTY (LHQ)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, and LNAV/Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct HASPI and hold.

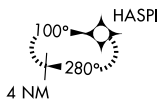
ASOS
118.375

COLUMBUS APP CON
132.3 279.6

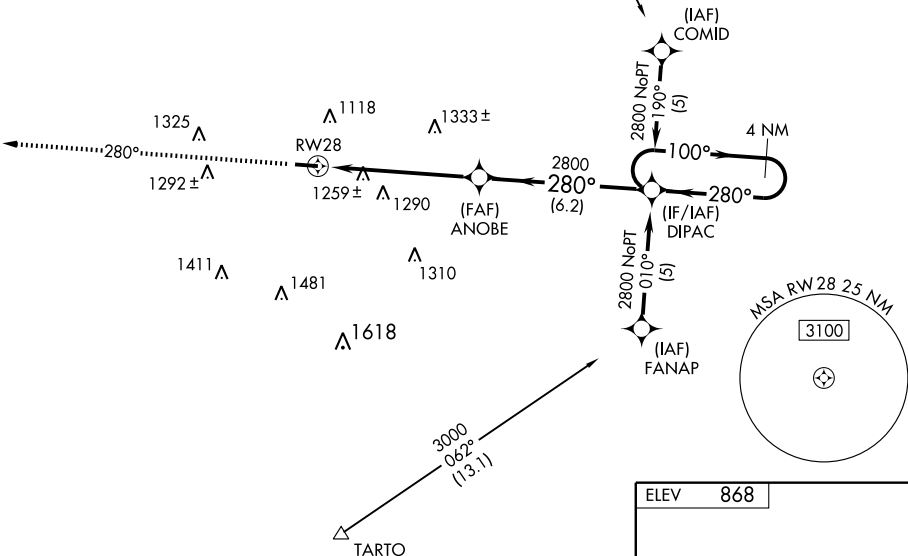
CLNC DEL
121.65

UNICOM
122.725 (CTAF) 1

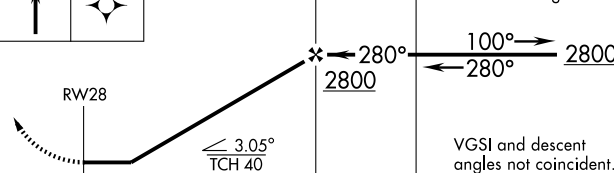
MISSED APCH FIX



Procedure NA for arrivals at APE VORTAC via airway radials 117 CW 168.

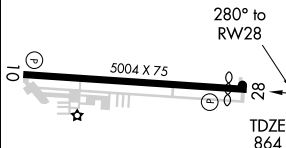


ANOB DIPAC 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1520-1 652 (700-1)	656 (700-1)	1520-1¾ 656 (700-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

ELEV **868**



REIL Rwy 10 and 28 1
 HIRL Rwy 10-28 1

VORTAC APE 116.7 Chan 114	APP CRS 194°	Rwy Idg TDZE Apt Elev	N/A N/A 869
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VOR or GPS-A
LANCASTER/FAIRFIELD COUNTY (LHQ)



MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.

ASOS
118.375

COLUMBUS APP CON
132.3 279.6

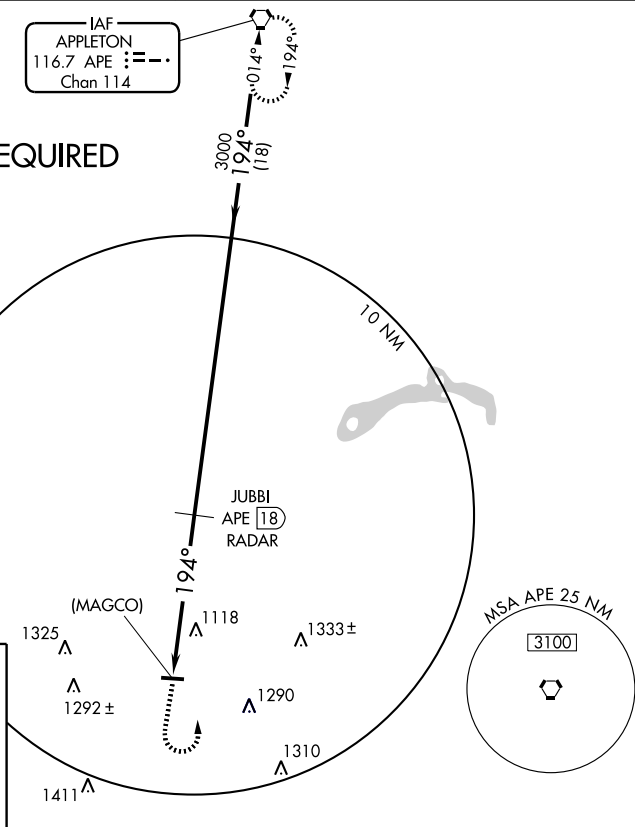
CLNC DEL
121.65

UNICOM
122.725 (CTAF)

2046

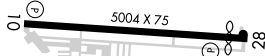
IAF
APPLETON
116.7 APE
Chan 114

DME or RADAR REQUIRED

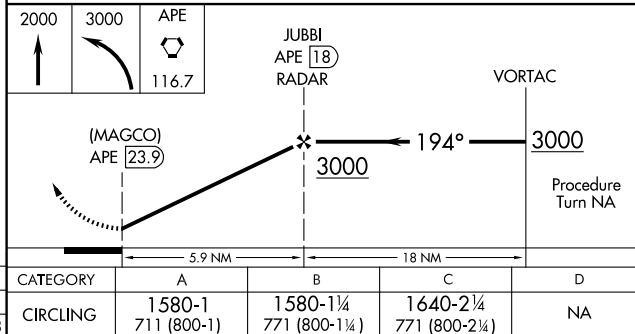


ELEV **869**

194° 5.9 NM
from FAF



REIL Rwy 10 and 28
HIRL Rwy 10-28



LAKELAND N41°40.94' W81°22.74' NOTAM FILE CLE.
NDB (MHW) 263 LQL at Willoughby Lost Nation Muni. NDB unmonitored.

DETROIT
L-306

LANCASTER

FAIRFIELD CO (LHQ) 3 NW UTC-5(-4DT) N39°45.34' W82°39.43'

868 B S4 FUEL 100LL, JET A1 + NOTAM FILE LHQ

RWY 10-28: H5004X75 (ASPH) S-25.5, D-38.5 HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0°. Trees.

RWY 28: REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 279'. Road.

AIRPORT REMARKS: Attended 1300Z±-dark. Arpt unattended Christmas, New Years and Thanksgiving. Fuel available 24 hrs with credit card. Run up area N end Rwy 28 closed permanently. Rwy 28 calm wind preferred rwy.

ACTIVATE HIRL Rwy 10-28 and REILS Rwy 10 and Rwy 28—122.725. PAPI Rwy 10 and Rwy 28 operates 24 hours.

WEATHER DATA SOURCES: ASOS 118.375 (740) 681-1097.

COMMUNICATIONS: CTAF/UNICOM 122.725

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ COLUMBUS APP/DEP CON 132.3 CLNC DEL 121.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.07' W82°35.30' 194° 23.9 NM to fld. 1360/6W.
HIWAS.

CASER NDB (LOM) 338 LH N39°44.93' W82°32.12' 280° 5.7 NM to fld. Unmonitored.

ILS 111.9 I-LHQ Rwy 28. LOM CASER NDB. LOC only. LOM unmonitored. LOC unmonitored.

CINCINNATI
H-106, L-29A
IAP

LANDSOWNE (See YOUNGSTOWN)

LAWRENCE CO AIRPARK (See CHESAPEAKE-HUNTINGTON WVA)

LEBANON-WARREN CO (I68) 3 NW UTC-5(-4DT) N39°27.73' W84°15.11'

898 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE DAY

RWY 01-19: H4502X65 (ASPH) RWY MIRL (NSTD) 0.3% up N

RWY 01: REIL. PAPI(P4R). Thld dsplcd 630'. P-line. Rgt tfc.

RWY 19: REIL. PAPI(P4L). Thld dsplcd 410' (daigt). Trees.

AIRPORT REMARKS: Attended 1230-0300Z±. PAEW adjacent rwy and twy indef. NSTD MIRL Rwy 01-19, not located at correct place adjacent to dsplcd thld markings. Rwy 19 dsplcd thld not lgtd. Rwy 01 dsplcd thld at the 630' mark is not lgtd. The former dsplcd thld at 363' mark is lgtd for night ops. Rwy 19 PAPI OTS indef. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01-19—123.075.

WEATHER DATA SOURCES: AWOS-3 120.55 (513) 934-5500.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ DAYTON APP CON 126.5 (091°-180°) 118.85 127.225

Ⓡ DAYTON DEP CON 126.5 (091°-180°)

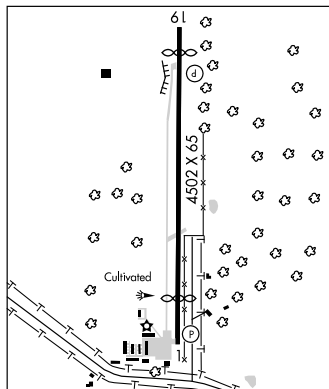
DAYTON CLNC DEL 119.4 (937) 454-7282

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 279° 21 NM to fld 1050/4W.

ONIDA NDB (LOM) 223 MW N39°34.69' W84°19.42' 159° 7.7 NM to fld. NOTAM FILE DAY. Unmonitored.

CINCINNATI
L-27E
IAP



NDB-A

LEBANON-WARREN COUNTY (I68)



When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3

120.55

DAYTON APP CON

118.85 127.225 327.1

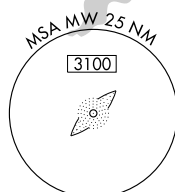
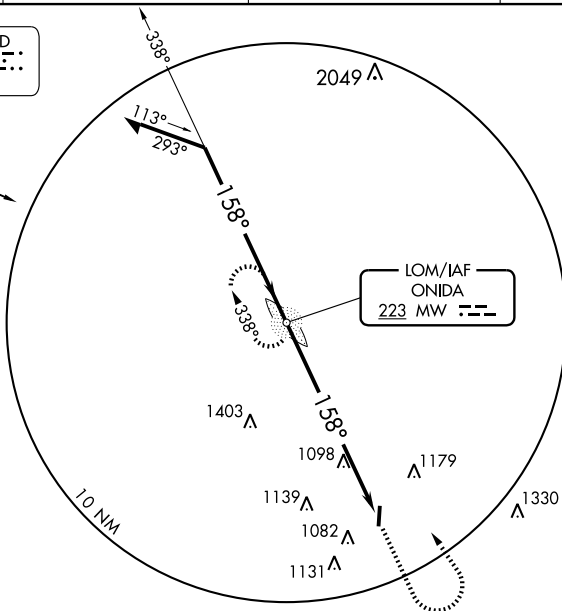
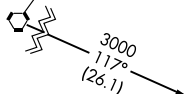
DAYTON CLNC DEL

119.4

UNICOM

123.075 (CTAF) 0

RICHMOND
110.6 RID
Chan 43

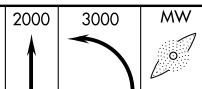


Λ 1569

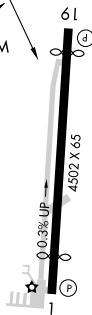
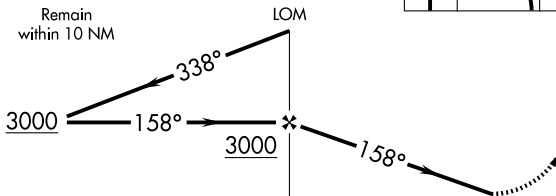
ELEV 898

Rwy 1 ldg 3872'
Rwy 19 ldg 4092'

158° 7.4 NM
from FAF



Remain
within 10 NM



MIRL Rwy 1-19
REIL Rws 1 and 19

CATEGORY	A	B	C	D	FAF to MAP 7.4 NM					
CIRCLING	1680-1 782 (800-1)	1680-1¼ 782 (800-1¼)	1680-2¼ 782 (800-2¼)	1680-2½ 782 (800-2½)	Knots	60	90	120	150	180
					Min:Sec	7:24	4:56	3:42	2:58	2:28

NDB-A

APP CRS 009°	Rwy Idg TDZE Apt Elev	3872 889 898
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RNAV (GPS) RWY 1

LEBANON-WARREN COUNTY (I68)



When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting. VDP NA with Dayton-Wright Brothers altimeter setting. DME/DME RNP-0.3 NA.

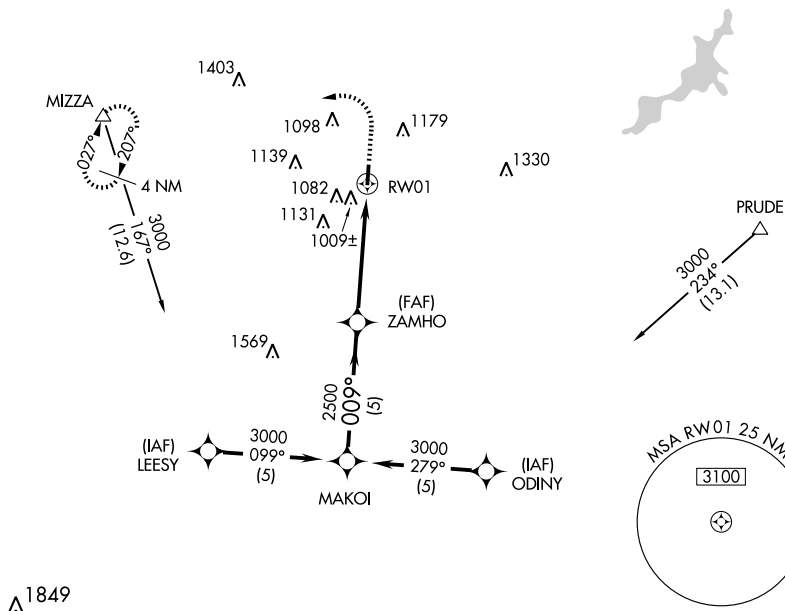
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MIZZA WP and hold.

AWOS-3
120.55

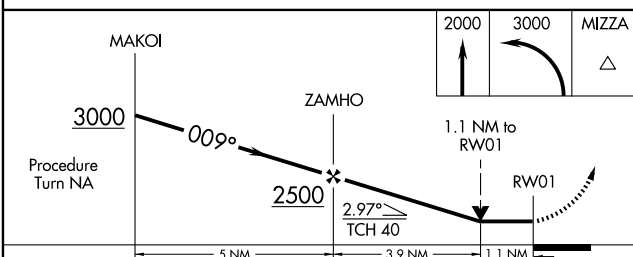
DAYTON APP CON
118.85 127.225 327.1

DAYTON CLNC DEL
119.4

UNICOM
123.075 (CTAF) 0

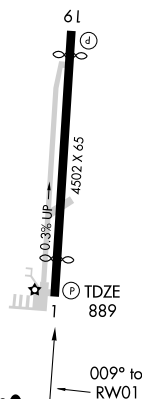


ELEV 898



CATEGORY	A	B	C	D
LNAV MDA	1260-1 371 (400-1)			1260-1¼ 371 (400-1¼)
CIRCLING	1440-1 542 (600-1)		1480-1½ 582 (600-1½)	1480-2 582 (600-2)
DAYTON-WRIGHT BROTHERS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1300-1 411 (500-1)		1300-1¼ 411 (500-1¼)	
CIRCLING	1480-1 582 (600-1)		1520-1¾ 622 (700-1¾)	1520-2 622 (700-2)

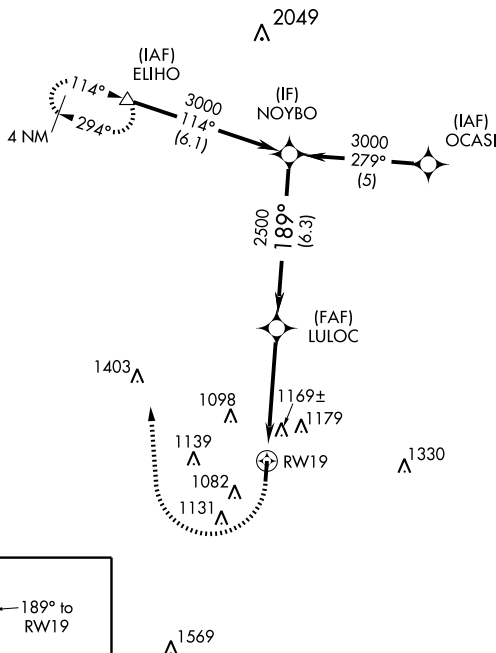
MIRL Rwy 1-19
REIL Rws 1 and 19



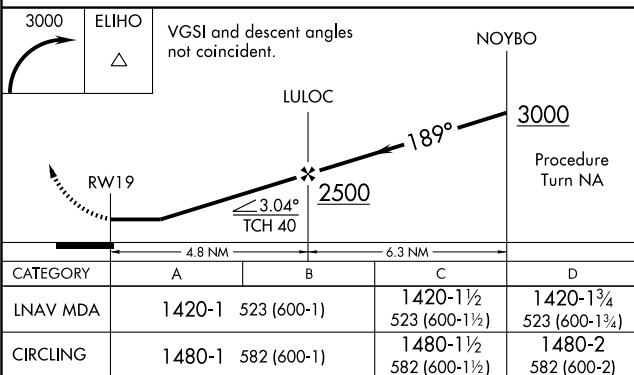
APP CRS
189°Rwy Idg
TDZE
Apt Elev**4092**
897
898**RNAV (GPS) RWY 19**
LEBANON-WARREN COUNTY (I68)

NA When local altimeter not received, use Dayton-Wright Brothers altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct ELIHO and hold.

AWOS-3
120.55DAYTON APP CON
118.85 127.225 327.1DAYTON CLNC DEL
119.4UNICOM
123.075 (CTAF) 1

ELEV 898

Rwy 1 Idg 3872'
Rwy 19 Idg 4092'MIRL Rwy 1-19 1
REIL Rws 1 and 19

LEIPSIC

RUHE'S (R47) 3W UTC-5(-4DT) N41°06.19' W84°03.11'

801 S4 NOTAM FILE CLE

RWY 09-27: H4455X65 (ASPH) LIRL (NSTD)

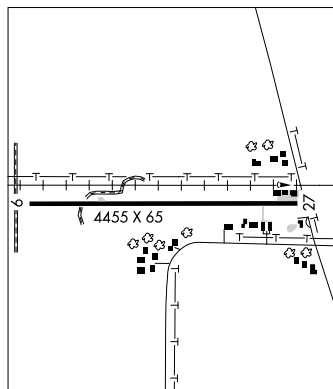
RWY 09: Railroad. **RWY 27:** Antenna.

AIRPORT REMARKS: Attended dalgt hrs. Field primary for dusting/spraying ops. Most tkfs to W; ldgs E; no tfc pattern for agriculture planes. For LIRL Rwy 09-27 call 419-943-3352. Rwy 09-27 NSTD LIRL. Thld lgtd with 360° green lgts and Rwy lgts S side offset 20'.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32'
W83°45.36' 306° 16.1 NM to fld. 820/2W.



DETROIT

L-28J

LIMA ALLEN CO (AOH) 5 SE UTC-5(-4DT) N40°42.45' W84°01.62'

975 B S4 FUEL 100LL, JET A1 + OX 1 NOTAM FILE AOH

RWY 10-28: H6000X150 (ASPH) D-60 HIRL 0.5% up E.

RWY 10: PAPI(P4L)—GA 3.0° TCH 46'. Tree.

RWY 28: REIL. PAPI(P4R)—GA 3.0° TCH 46'.

RWY 14-32: 2500X150 (ASPH-TURF)

RWY 14: Pole. **RWY 32:** Tree.

AIRPORT REMARKS: Attended Mon-Thr 1100-0100Z†, Fri 1100-2300Z†, Sat 1400-2000Z†, Sun 1600-2000Z†. Rwy 14-32 CLOSED winters. Rwy 14-32 first 600' Rwy 32 paved 150' wide. PAPI Rwy 10 and Rwy 28 opr continuously. ACTIVATE HIRL Rwy 10-28 and REIL Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 108.4 AOH (419) 224-6098.

COMMUNICATIONS: CTAF/UNICOM 122.7

ALLEN CO RCO 122.1R 108.4T (DAYTON RADIO)

INDIANAPOLIS CENTER APP/DEP CON 128.075

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

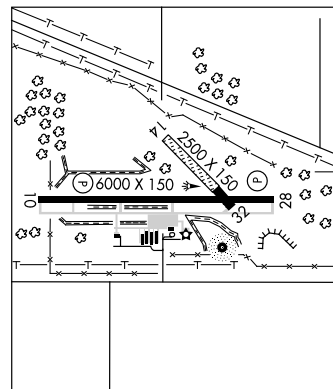
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32'
W83°45.36' 222° 19.3 NM to fld. 820/2W.
NOTAM FILE FDY.

ALLEN CO (T) VOR 108.4 AOH N40°42.43' W83°58.09' 274°
2.7 NM to fld. **ASOS.**

VOR portion unusable 091°-109° byd 20 NM.

NDB (MHW) 362 LYL N40°42.27' W84°01.40' at fld. Unmonitored. SHUTDOWN.

ILS 109.3 I-AOH Rwy 28. Class 1E. LOC unusable byd 25° left side of course. ILS unmonitored.



DETROIT

H-106, L-27E

IAP

LONDON N39°55.89' W83°27.84' NOTAM FILE DAY.

NDB (MHW) 263 UYF at Madison Co.


CINCINNATI

L-29B

ILS or LOC RWY 28
LIMA ALLEN COUNTY (AOH)

MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

UNICOM
122.7 (CTAF) **L**

FINDLAY
108.2 FDY 
Chpn 19

LOCALIZER 109.3
LAQU ::

MSA AOH 25 NM

000000

LIMA ALLEN COUNTY (AOH)

ILS or LOC RWY 28

WAAS Ch 65816 W10A	APP CRS 096°	Rwy Idg TDZE Apt Elev	6000 961 975
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RNAV (GPS) RWY 10

LIMA ALLEN COUNTY (AOH)



Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

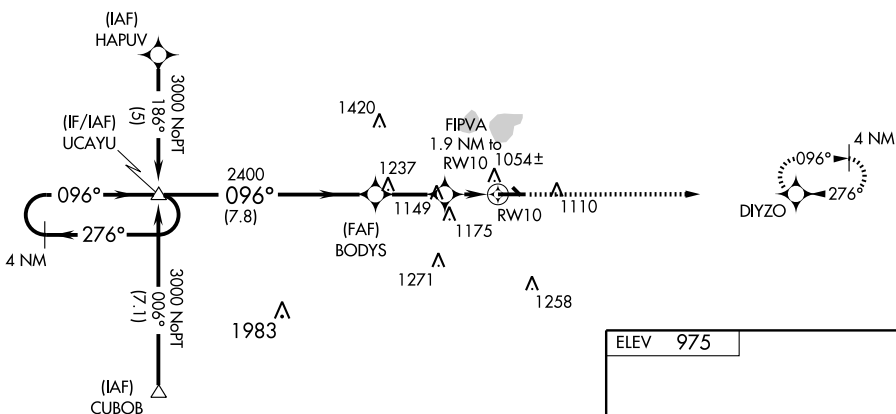
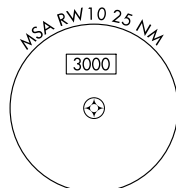
MISSED APPROACH:
Climb to 3000 direct DIYZO and hold.

ASOS
108.4

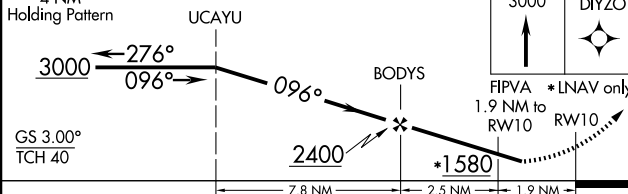
INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.7 (CTAF) 0

JINAK
3000
201°
(10.9)

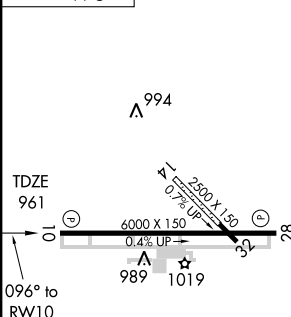


4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1252-1 291 (300-1)			
LNAV/VNAV DA	1324-1¼ 363 (400-1¼)			
LNAV MDA	1400-1 439 (500-1)	1400-1¼ 439 (500-1¼)	1400-1½ 439 (500-1½)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

ELEV 975



REIL Rwy 28 0
HIREL Rwy 10-28 0

WAAS Ch 50511 W28A	APP CRS 276°	Rwy Idg TDZE Apt Elev	6000 975 975
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RNAV (GPS) RWY 28

LIMA ALLEN COUNTY (AOH)

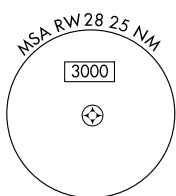
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibilities ½ mile, and increase LNAV Cat D visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct UCAYU and hold.
When authorized by ATC, climb-in-hold to 6000.

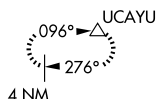
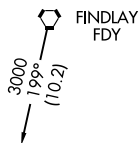
ASOS
108.4

INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.7 (CTAF) 0



Procedure NA for arrival
on FDY VORTAC
airway radials 148 CW 243.



1983 Δ

1420 Δ

1175 Δ

1271 Δ

1258 Δ

Procedure NA for arrival
at BUZZI
via V144 East bound.

(IAF)
ACUZI

3000 NAFT

186° (5)

096°

4 NM

276°

2200

276° (6)

(IF/IAF)

DIYZO

3000 NAFT

006° (5)

(IAF)

CAGIN

3000

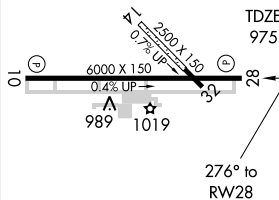
351° (5.7)

BUZZI

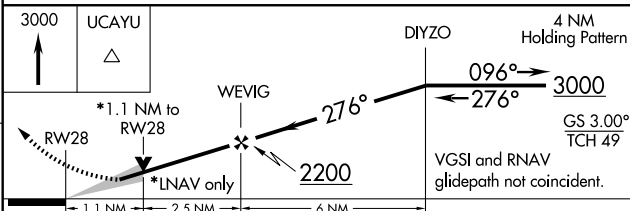
ELEV 975

994 Δ

TDZE 975



REIL Rwy 28 0
HIRL Rwy 10-28 0



CATEGORY	A	B	C	D
LPV DA	1175-3/4	200 (200-3/4)		
LNAV/VNAV DA	1391-1 1/2	416 (500-1 1/2)		
LNAV MDA	1380-1	405 (500-1)	1380-1 1/4	405 (500-1 1/4)
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1 1/2 465 (500-1 1/2)	1540-2 565 (600-2)

VOR AOH	APP CRS	Rwy Idg	6000
108.4	274°	TDZE	975
		Apt Elev	975

VOR RWY 28

LIMA ALLEN COUNTY (AOH)

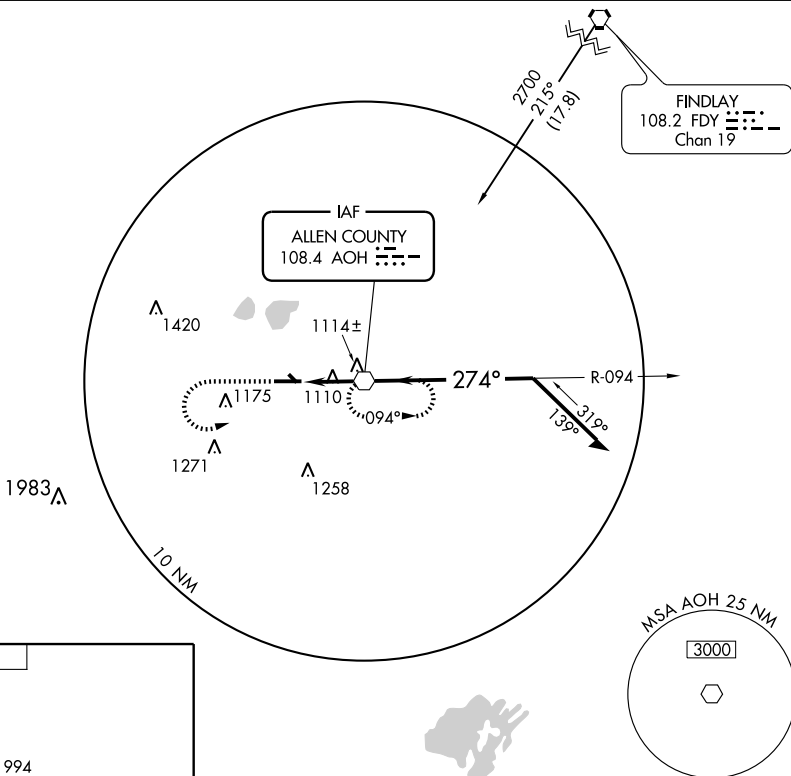
T When local altimeter setting not received, use Findlay altimeter setting
A and increase all MDA 80 feet and S-28 Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

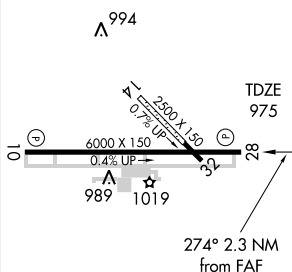
ASOS
108.4

INDIANAPOLIS CENTER
128.075 269.0

UNICOM
122.7 (CTAF) **L**



ELEV 975



REIL Rwy 28 **L**
HIRL Rwy 10-28 **L**

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

3000

AOH

 108.4

VOR

Remain
within 10 NM

800

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-28	1380-1	405 (500-1)	1380-1¼	405 (500-1¼)
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

LIMA, OHIO

Amdt 16 11FEB10

LIMA ALLEN COUNTY (A0H)

VOR RWY 28

40°42'N - 84°02'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

LONDON

MADISON CO (UYF) 3N UTC-5(-4DT) N39°55.96' W83°27.72'

CINCINNATI

1082 B S4 FUEL 100LL, JET A1+ NOTAM FILE DAY

L-29A

RWY 09-27: H4001X75 (ASPH) S-30, D-40 MIRL 0.8% up W

IAP

RWY 09: REIL. PAPI(P4L)-TCH 31'.

RWY 27: REIL. PAPI(P4L)-TCH 31'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z†, Sat-Sun

1400-2200Z†. 24 hr self svc fuel after hrs. ACTIVATE MIRL Rwy 09-27 and PAPI and REIL Rwy 09 and 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

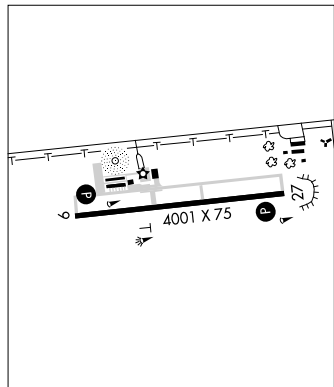
Ⓡ DAYTON APP CON 126.5 (091°-180°) 118.85 127.225

Ⓡ DAYTON DEP CON 126.5 (091°-180°)

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19' W83°50.70' 076° 18.6 NM to fld. 1047/4W.

LONDON NDB (MHW) 263 UYF N39°55.89' W83°27.84' at fld. NOTAM FILE DAY.



LORAIN CO RGNL (See LORAIN/ELYRIA)

LORAIN (ELYRIA)

LORAIN CO RGNL (LPR) 6 S UTC-5(-4DT) N41°20.66' W82°10.66'

DETROIT

793 B S4 FUEL 100LL, JET A TPA-1793(1000) NOTAM FILE LPR

H-106, L-306

RWY 07-25: H5002X100 (ASPH-GRVD) S-80, D-110, 2S-175, 2D-180 HIRL

IAP

RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended Mon-Fri 1200-0400Z†, Sat-Sun

1200-0300Z†. Birds; coyotes and deer on and invof arpt. Pilots opr in Oberlin area req to avoid and remain well clear of Oberlin College due to music conservatory. All tfc ops N of arpt as per FAR Part 93, Subpart J. HIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE MALSR Rwy 07—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (440) 323-7088.

COMMUNICATIONS: CTAF/UNICOM 122.7

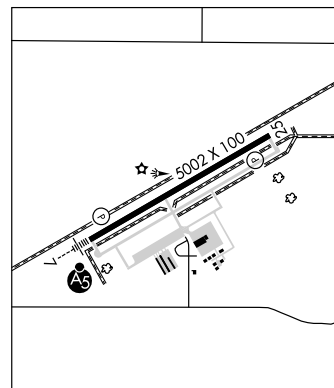
Ⓡ CLEVELAND APP/DEP CON 126.35 CLNC DEL 125.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48' W82°09.72' 226° 1.1 NM to fld. 780/5W. HIWAS.

ILS 111.7 I-LQG Rwy 07.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216-898-2040.



MADEIRA N39°13.37' W84°21.32' NOTAM FILE LUK.

CINCINNATI

NDB (MHW) 379 MDE 206° 7.7 NM to Cincinnati Muni Arpt Lunken Fld. Unmonitored when twr clsd.

L-27E

MADISON CO (See LONDON)

MAD RIVER INC (See TREMONT CITY)

MANN'S N40°45.98' W82°26.71' NOTAM FILE MFD.

DETROIT

NDB (MHW/LOM) 372 MF 321° 4.6 NM to Mansfield Lahm Rgnl.

L-29A

NDB UYF 263	APP CRS 091°	Rwy Idg TDZE Apt Elev	4001 1082 1082
-----------------------	------------------------	-----------------------------	---

NDB RWY 9

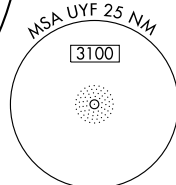
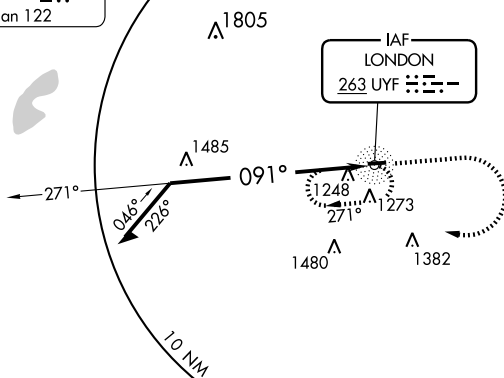
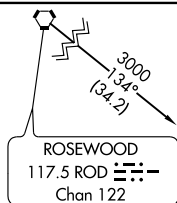
LONDON/MADISON COUNTY (UYF)

▼ Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.
 ▲ NA Visibility reduction by helicopters NA.

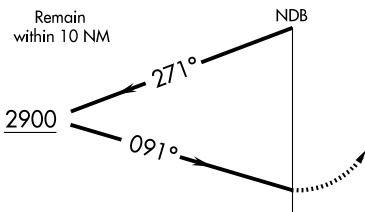
MISSED APPROACH: Climb to 2900 then right turn direct UYF NDB and hold.

DAYTON APP CON
118.85 127.225 327.1

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM



2900

UYF

263

ELEV 1082

TDZE
1082

4001 X 75

0.8 % UP

27

091° to
UYF NDB

CATEGORY	A	B	C	D
S-9	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
CIRCLING	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-9	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)
CIRCLING	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)

REIL Rwy 9 and 27
 MRL Rwy 9-27

WAAS CH 53409 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	4001 1082 1082
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RNAV (GPS) RWY 9

LONDON/ MADISON COUNTY (UYF)



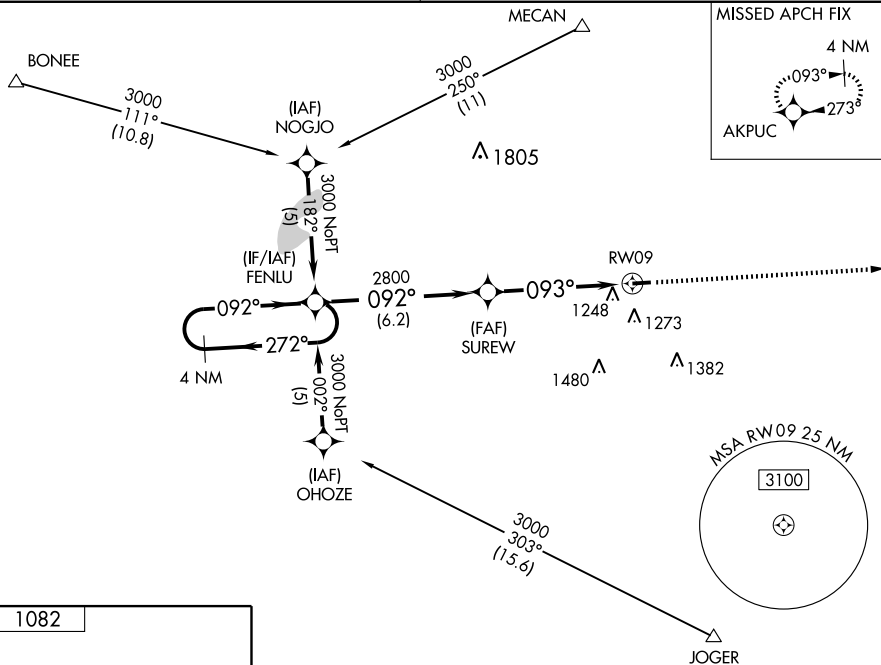
NA

Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

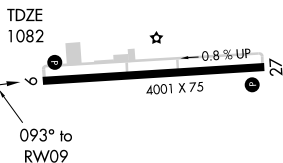
MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

DAYTON APP CON
118.85 127.225 327.1

UNICOM
123.0 (CTAF)



ELEV 1082



4 NM
Holding Pattern

3000

← 272°

092° →

GS 3.00°

TCH 40

V/GSI and RNAV glidepath
not coincident.

FENLU

092°

2800

SUREW

2800

093°

RW09

3000

↑

AKPUC

✦

6.2 NM

5.2 NM

CATEGORY	A	B	C	D
LPV DA	1332-1		250 (300-1)	
LNAV/VNAV DA	1548-1¾ 466 (500-1¾)			
LNAV MDA	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

REIL Rwy 9 and 27
MIRL Rwy 9-27

WAAS CH 61009 W27A	APP CRS 273°	Rwy Ldg TDZE Apt Elev	4001 1073 1082
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RNAV (GPS) RWY 27

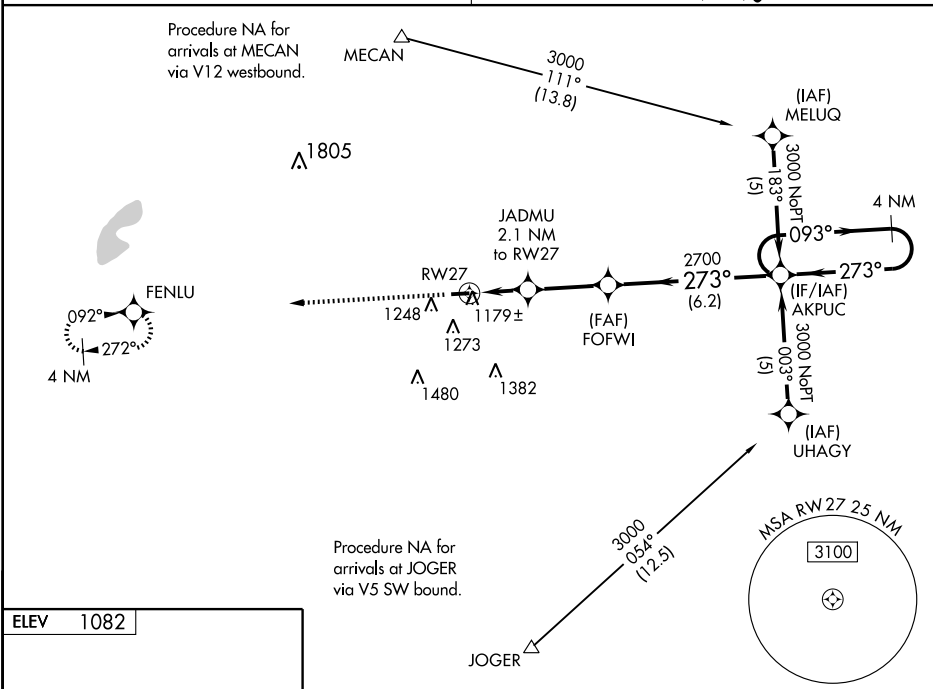
LONDON/MADISON COUNTY (UYF)

Baro-VNAV and VDP NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LPV visibility ¼ mile all Cats, LNAV Cat C/D ¼ mile, and Circling Cat C ¼ mile.

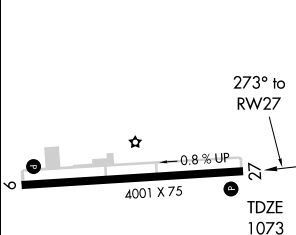
MISSED APPROACH: Climb to 3000 direct FENLU and hold.

DAYTON APP CON
118.85 127.225 327.1

UNICOM
123.0 (CTAF)



ELEV 1082



REIL Rwy 9 and 27
MIRL Rwy 9-27

3000	FENLU	JADMU 2.1 NM to RW27	FOFWI	AKPUC	4 NM Holding Pattern
273° to RW27			2700	093° → 3000	GS 3.00° TCH 40
*LNAV only	*1.4 NM to RW27		1740*	273° ← 2700	VGSI and RNAV glidepath not coincident.
1.4	0.7	2.9 NM	6.2 NM		
CATEGORY	A	B	C	D	
LPV DA	1400-1¼	327 (400-1¼)			
LNAV/VNAV DA	1449-1½	376 (400-1½)			
LNAV MDA	1540-1	467 (500-1)	1540-1¼ 467 (500-1¼)	1540-1½ 467 (500-1½)	
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)	

LONDON

MADISON CO (UYF) 3N UTC-5(-4DT) N39°55.96' W83°27.72'

CINCINNATI

1082 B S4 FUEL 100LL, JET A1+ NOTAM FILE DAY

L-29A

RWY 09-27: H4001X75 (ASPH) S-30, D-40 MIRL 0.8% up W

IAP

RWY 09: REIL. PAPI(P4L)-TCH 31'.

RWY 27: REIL. PAPI(P4L)-TCH 31'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2100Z†, Sat-Sun

1400-2200Z†. 24 hr self svc fuel after hrs. ACTIVATE MIRL Rwy 09-27 and PAPI and REIL Rwy 09 and 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

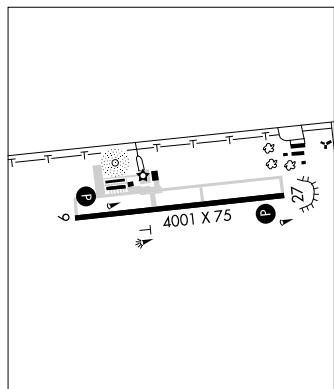
Ⓡ DAYTON APP CON 126.5 (091°-180°) 118.85 127.225

Ⓡ DAYTON DEP CON 126.5 (091°-180°)

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19' W83°50.70' 076° 18.6 NM to fld. 1047/4W.

LONDON NDB (MHW) 263 UYF N39°55.89' W83°27.84' at fld. NOTAM FILE DAY.



LORAIN CO RGNL (See LORAIN/ELYRIA)

LORAIN (ELYRIA)

LORAIN CO RGNL (LPR) 6 S UTC-5(-4DT) N41°20.66' W82°10.66'

DETROIT

793 B S4 FUEL 100LL, JET A TPA-1793(1000) NOTAM FILE LPR

H-106, L-306

RWY 07-25: H5002X100 (ASPH-GRVD) S-80, D-110, 2S-175, 2D-180 HIRL

IAP

RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended Mon-Fri 1200-0400Z†, Sat-Sun

1200-0300Z†. Birds; coyotes and deer on and invof arpt. Pilots opr in Oberlin area req to avoid and remain well clear of Oberlin College due to music conservatory. All tfc ops N of arpt as per FAR Part 93, Subpart J. HIRL Rwy 07-25 preset low ints, to increase ints and ACTIVATE MALSR Rwy 07—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (440) 323-7088.

COMMUNICATIONS: CTAF/UNICOM 122.7

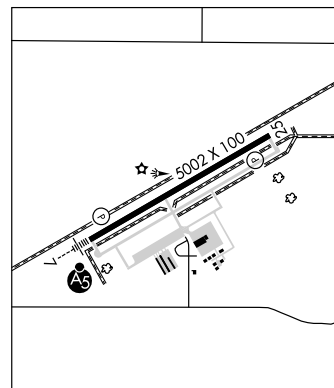
Ⓡ CLEVELAND APP/DEP CON 126.35 CLNC DEL 125.7

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48' W82°09.72' 226° 1.1 NM to fld. 780/5W. HIWAS.

ILS 111.7 I-LQG Rwy 07.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216-898-2040.



MADEIRA N39°13.37' W84°21.32' NOTAM FILE LUK.

CINCINNATI

NDB (MHW) 379 MDE 206° 7.7 NM to Cincinnati Muni Arpt Lunken Fld. Unmonitored when twr clsd.

L-27E

MADISON CO (See LONDON)

MAD RIVER INC (See TREMONT CITY)

MANN'S N40°45.98' W82°26.71' NOTAM FILE MFD.

DETROIT

NDB (MHW/LOM) 372 MF 321° 4.6 NM to Mansfield Lahm Rgnl.

L-29A

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND DEP CON
126.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.

Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.

Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.

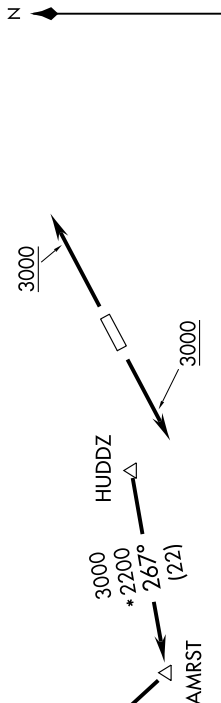
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.

Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

TAKE-OFF MINIMUMS:

Rwy 7: ATC climb of 390 feet per NM to 2800'.

Rwy 25: ATC climb of 420 feet per NM to 2800'.

ALPHE
△3000
324°
(99)

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

LORAIN/ELYRIA, OHIO
LORAIN COUNTY RGNL (LPR)

EC-2, 26 AUG 2010 to 23 SEP 2010

AMRST TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

..... or assigned altitude for vectors to intercept the DIB VOR/DME R-265 to AMRST INT then via (Transition).
Expect filed altitude/flight level ten (10) minutes after departure.

NOTE: KADAK REQUIRED

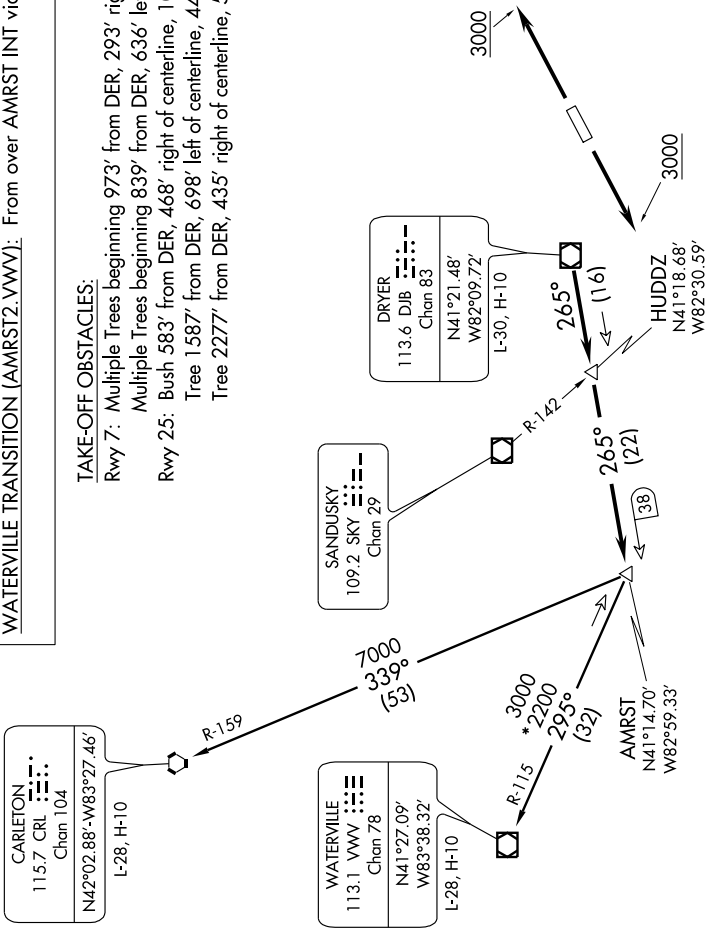
CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.

Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

NOTE: Chart not to scale.



AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

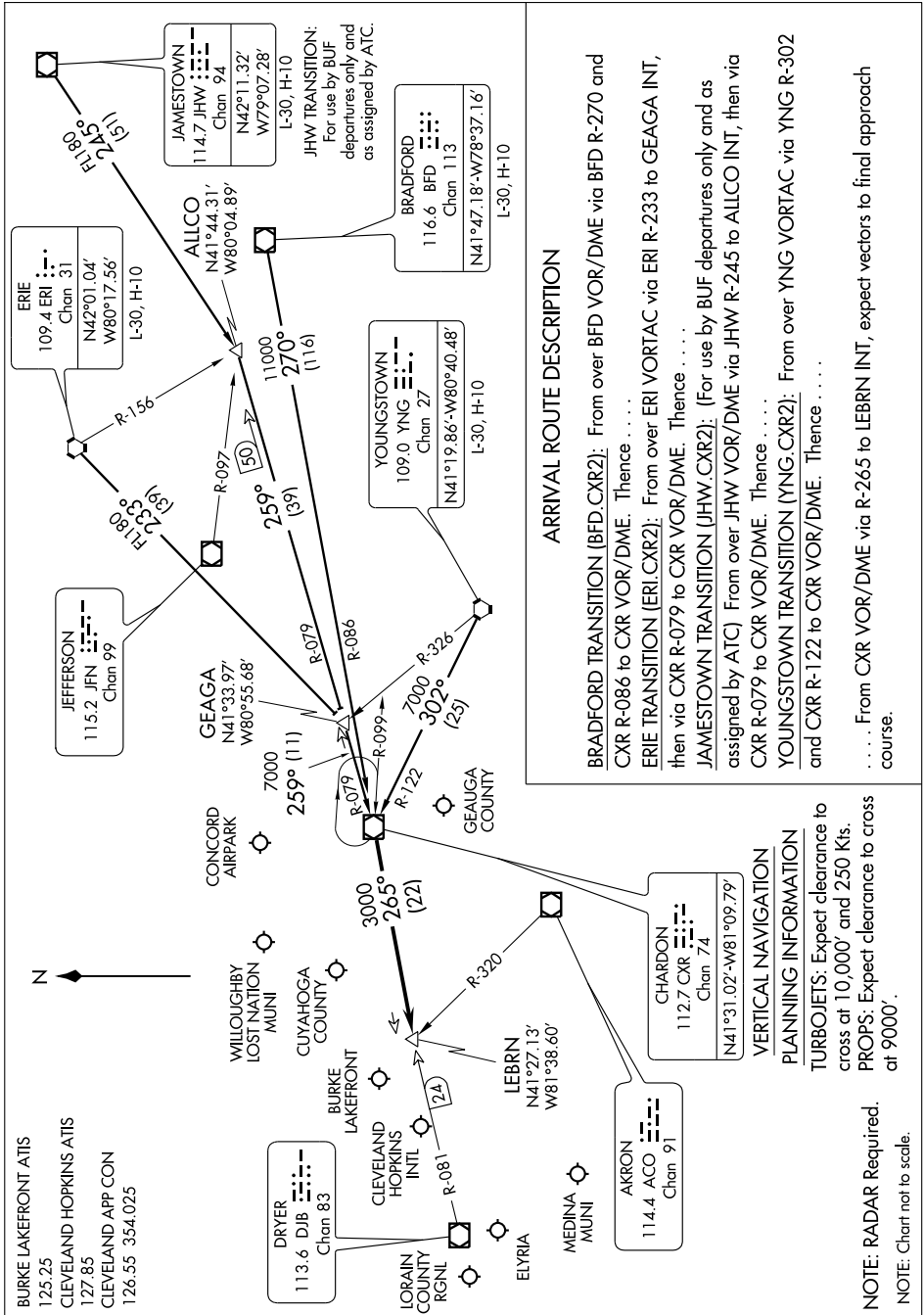
LORAIN/ELYRIA, OHIO
LORAIN COUNTY RGNL (LPR)

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

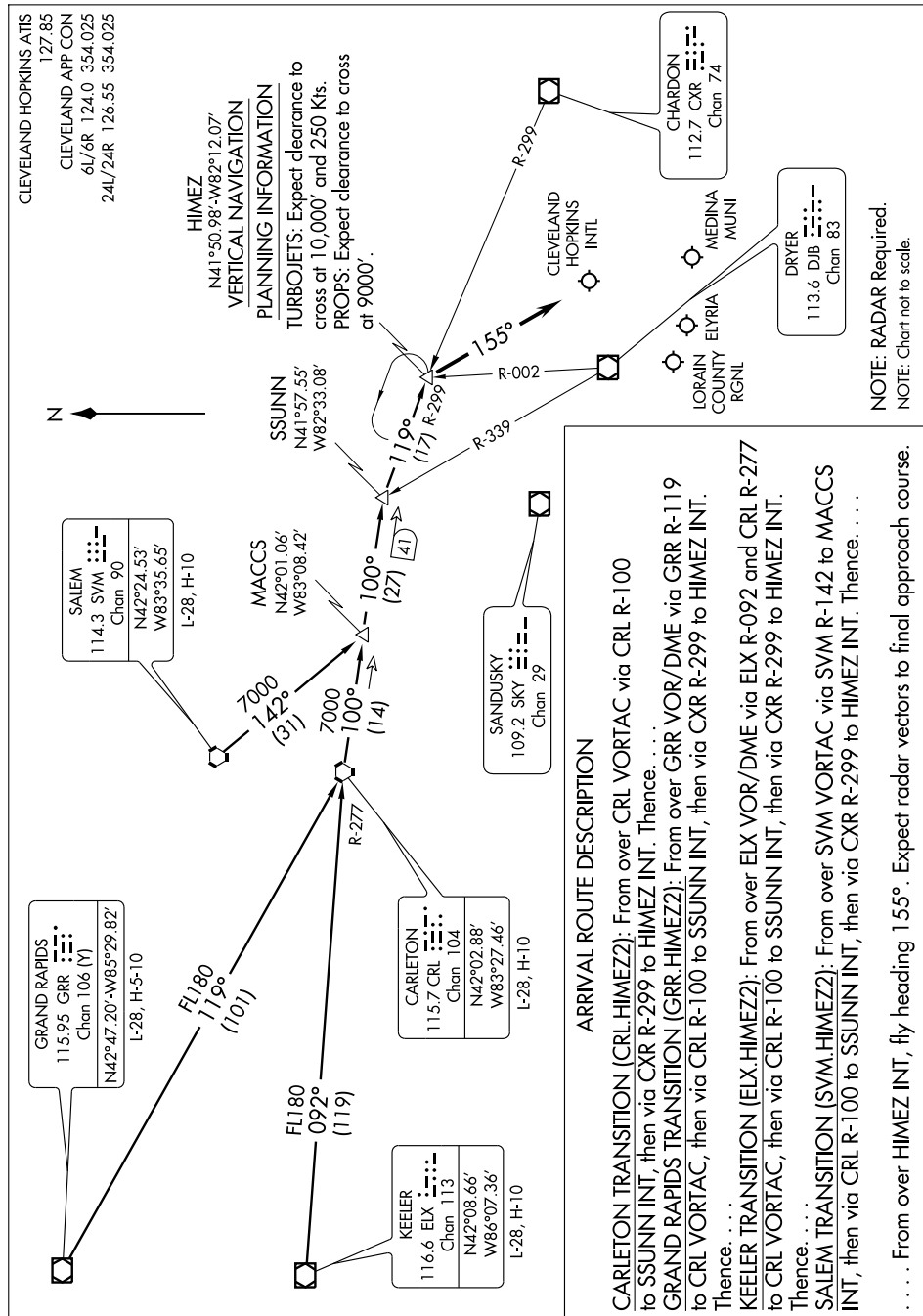
CLEVELAND, OHIO

HIMEZ TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



HIMEZ TWO ARRIVAL

(MACCS.HIMEZ2) 07354

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

LOC I-LQG 111.7	APP CRS 070°	Rwy Idg TDZE Apt Elev	5002 794 794
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ILS or LOC RWY 7

LORAIN COUNTY RGNL (LPR)



MALSR



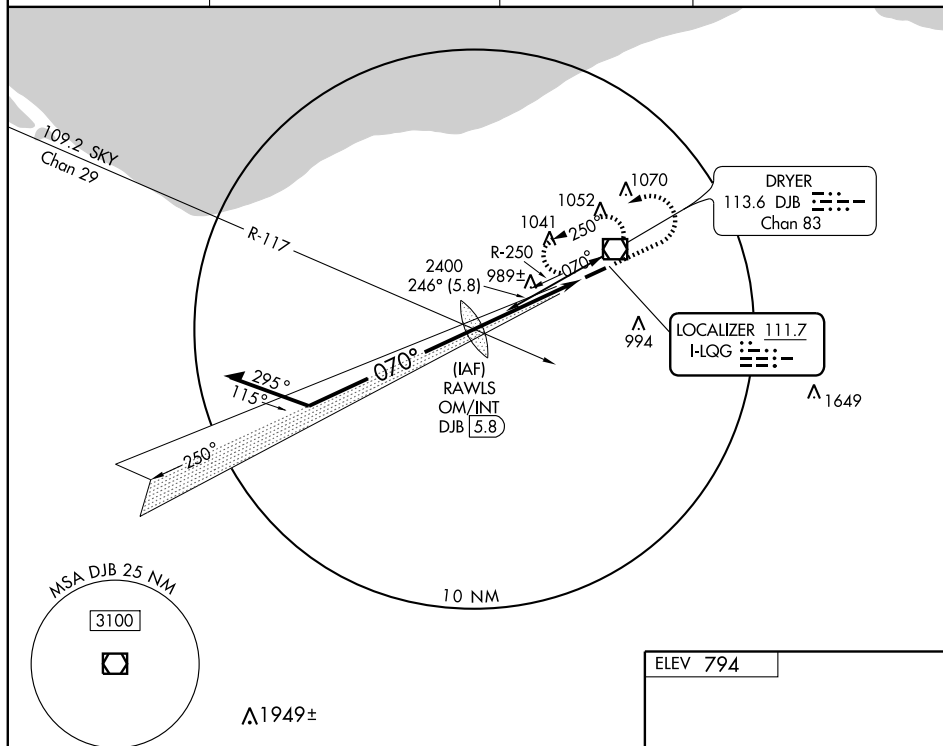
MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 270° then left turn direct DJB VOR/DME and hold.

ASOS
121.425

CLEVELAND APP CON
126.35 354.025

CLNC DEL
125.7

UNICOM
122.7 (CTAF) 0



Remain
within 10 NM

2400

GS 3.00°
TCH 54

250°

070°

2400

RAWLS
OM/INT
DJB 5.8

1400

3000

HDG 270°

DJB

113.6

ELEV 794

TDZE 794

070° 4.4 NM
from FAF

5002 X 100

REIL Rwy 25

HIRL Rwy 7-25 0

FAF to MAP 4.4 NM

CATEGORY	A	B	C	D
S-ILS 7	994-½ 200 (200-½)			
S-LOC 7	1240-½ 446 (500-½)	1240-¾ 446 (500-¾)	1240-1 446 (500-1)	
CIRCLING	1240-1 446 (500-1)	1260-1 466 (500-1)	1260-1½ 466 (500-1½)	1360-2 566 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.
Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.
Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

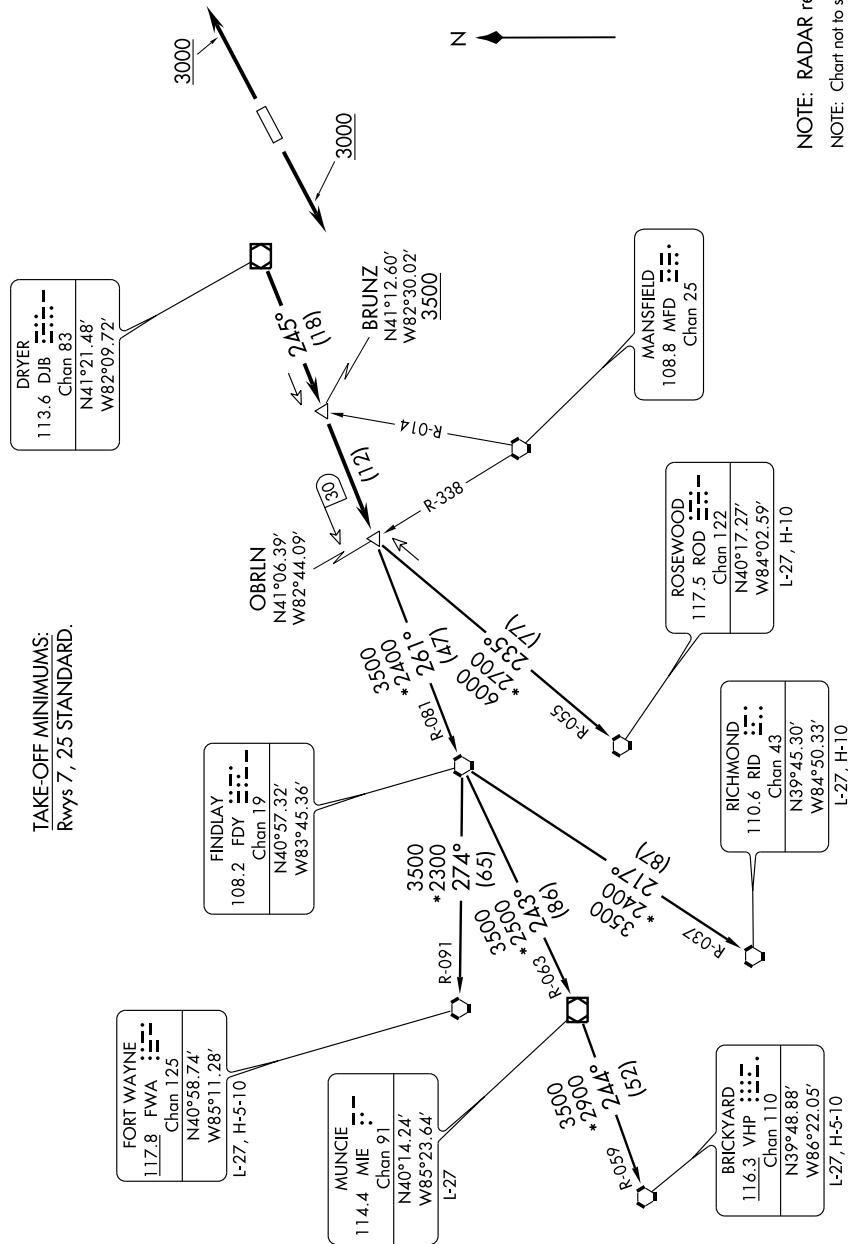
OBRLN TWO DEPARTURE

NOTE: RADAR required

EC-2, 26 AUG 2010 to 23 SEP 2010

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.



EC-2. 26 AUG 2010 to 23 SEP 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09239

LORAIN/ELYRIA, OHIO
LORAIN COUNTY RGNL (LPR)

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.

Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.

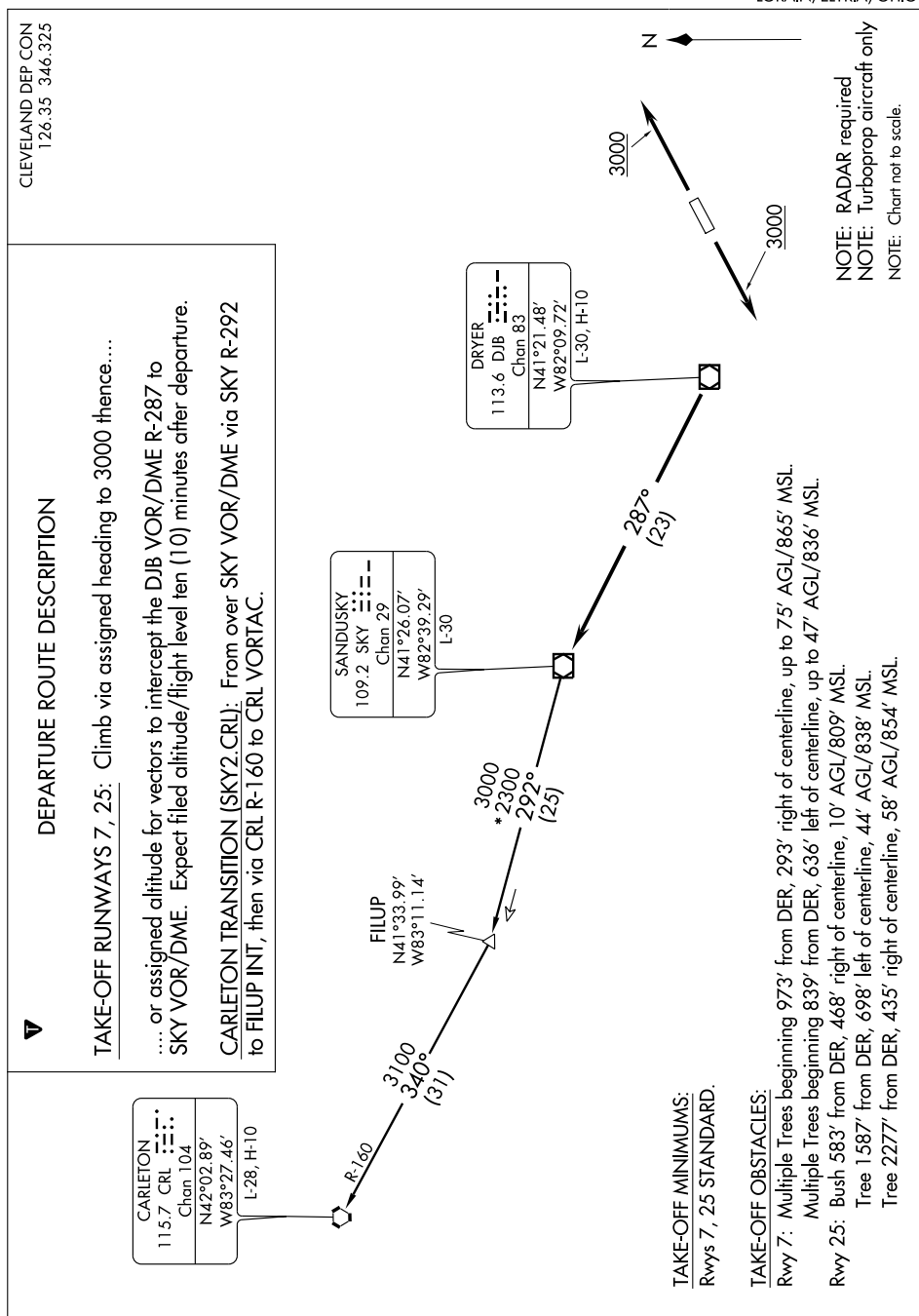
Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.

Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.

Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

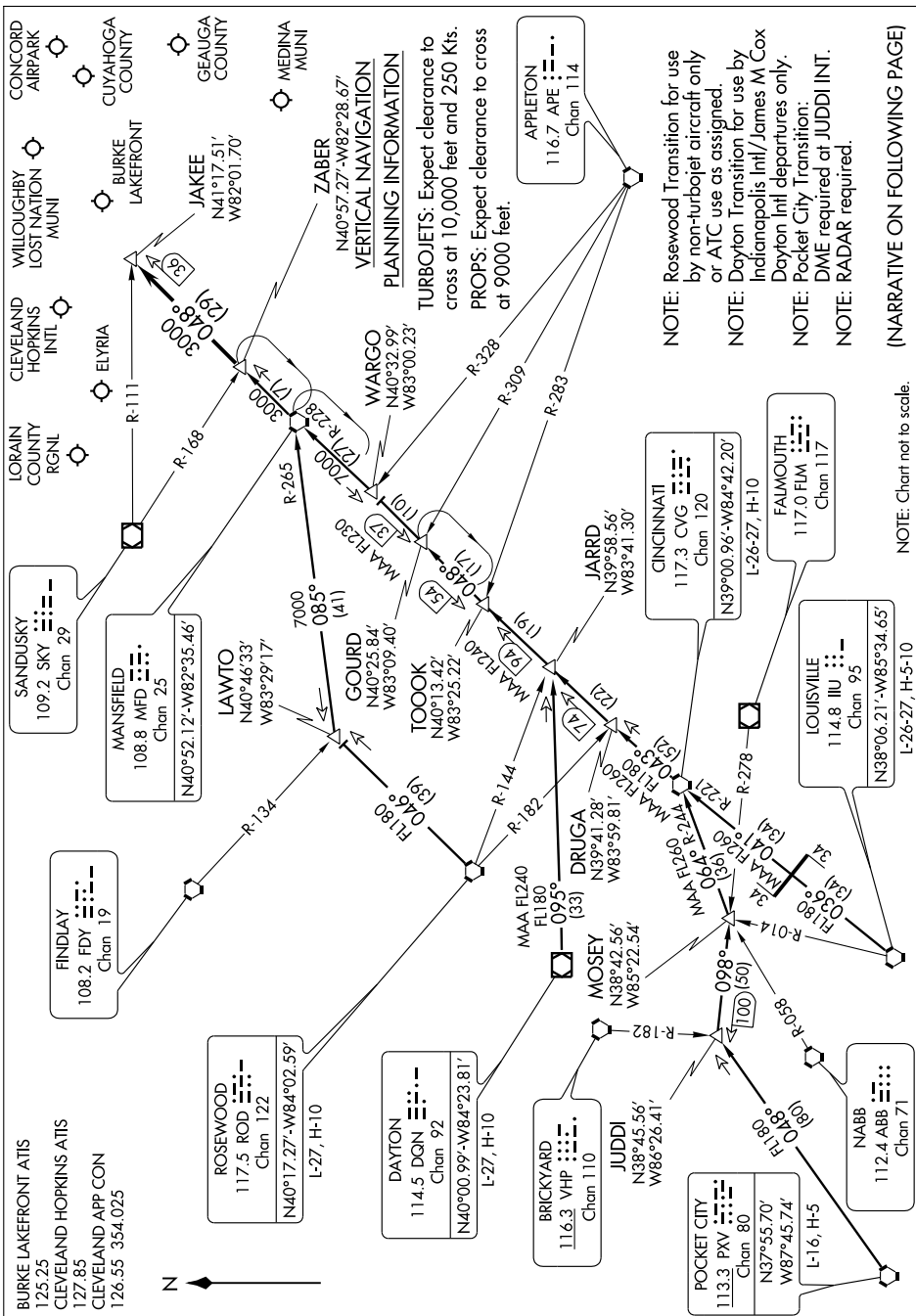
SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010



SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

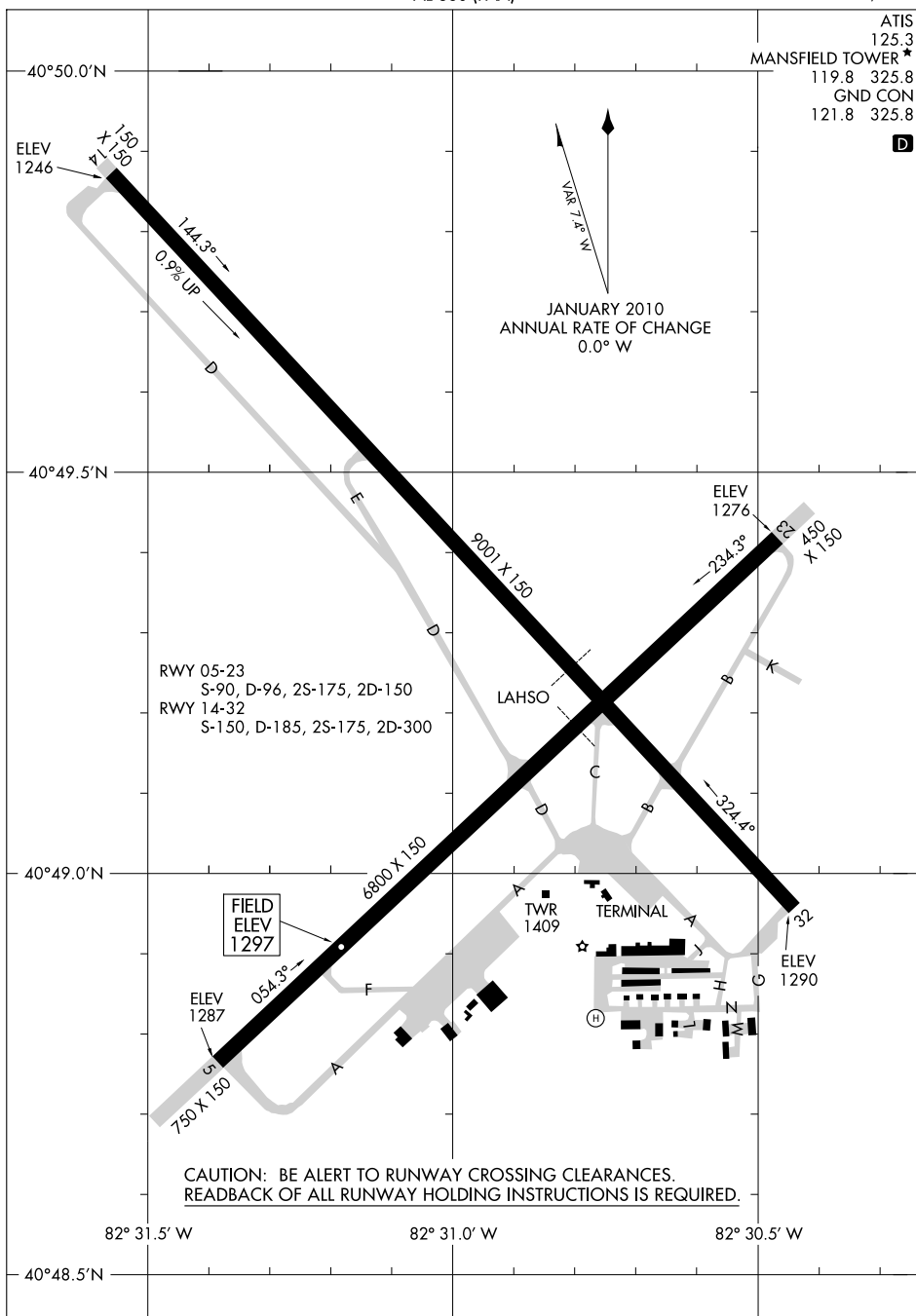
AIRPORT DIAGRAM

AL-860 (FAA)

MANSFIELD LAHM RGNL (MFD)
MANSFIELD, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



AIRPORT DIAGRAM

MANSFIELD, OHIO
MANSFIELD LAHM RGNL (MFD)

10210

MANSFIELD LAHM RGNL (MFD) 3 N UTC-5(-4DT) N40°49.29' W82°31.00'
 1297 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MFD
Rwy 14-32: H9001X150 (ASPH-GRVD) S-150, D-185, 2S-175, 2D-300 HIRL
Rwy 14: PAPI(P4L)—GA 3.0° TCH 42'. Road. 0.9% up.
Rwy 32: MALSR. Trees.
Rwy 05-23: H6800X150 (ASPH-GRVD) S-90, D-96, 2S-175, 2D-150 HIRL
Rwy 05: REIL. PAPI(P4L)—GA 3.0° TCH 50.
Rwy 23: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 05	14-32	4350
Rwy 14	05-23	6100

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 05:	TORA-6795	TODA-6795	ASDA-6795	LDA-6795
Rwy 14:	TORA-9001	TODA-9001	ASDA-9001	LDA-9001
Rwy 23:	TORA-6795	TODA-6795	ASDA-6795	LDA-6795
Rwy 32:	TORA-9001	TODA-9001	ASDA-9001	LDA-9001

AIRPORT REMARKS: Attended 1200-0400Z. Deer and birds and waterfowl on and in/ovf arpt. Increased deer hazard during fall and winter season. Two hrs PPR for air carrier ops with more than 30 passenger seats call 419-522-2191. Acft on either end of Rwy 05-23 and Rwy 14-32 cannot be seen on the other end due to rwy grade. Acft larger than a "G1" or with a wing span greater than 80' (tip to tip) are restricted on Twys G/H/J/L/M/N and should use the main ramp area. When twr clsd ACTIVATE HIRL Rwy 05-23 and Rwy 14-32; MALSR Rwy 32; REIL Rws 05 and 23—CTAF. Rwy 32 RVR avbl. Ldg fees on all commercial oprs invoiced on monthly basis; for other arrangements contact arpt manager on 419-522-2191.

WEATHER DATA SOURCES: ASOS (419) 522-1375. LAWRS.

COMMUNICATIONS: CTAF 119.8 ATIS 125.3 UNICOM 122.95

RCO 122.1R 108.8T (CLEVELAND RADIO) **RCO 122.6 (CLEVELAND RADIO)**

(R) APP/DEP CON 124.2 127.35 (1100-0400Z) **(R) CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z)**

TOWER 119.8 (1100-0400Z) **GND CON 121.8**

AIRSPACE: CLASS D svc effective 1100-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

(L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 133° 4.4 NM to fld. 1210/3W.

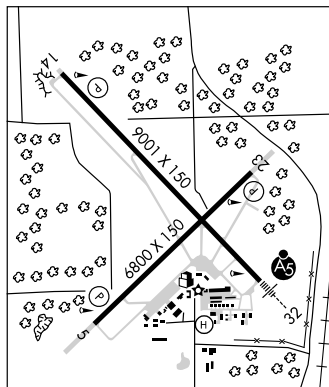
MANN'S NDB (MHW/LOM) 372 MF N40°45.98' W82°26.71' 321° 4.6 NM to fld

ILS 110.5 I-MFD Rwy 32. Class IA. LOM MANN'S NDB. Unmonitored when twr clsd. LOC unusable from 0.3 NM to thld.

ASR (1100-0400Z)

HELIPAD H2: H24X24 (ASPH)

HELIPORT REMARKS: Helipad H2 perimeter lgts.



DETROIT

H-106, L-29A

IAP, AD

MANTUA

MILLS (7E3) 3 SW UTC-5(-4DT) N41°14.30' W81°15.23'

1140 NOTAM FILE CLE

Rwy 03-21: 2640X60 (TURF)

Rwy 03: Tree. **Rwy 21:** P-lines.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

DETROIT

MARATHON N41°00.89' W83°39.86'. NOTAM FILE FDY.

(T) VORW 114.9 MAH at Findlay. Unmonitored.

VOR unusable

340°-067°

085°-135°

079°-130°

068°-078° byd 12 NM

079°-130° byd 12 NM

131°-339° byd 12 NM

DETROIT

L-28J

HI-VOR/DME or TACAN RWY 14

LOC I-MFD 110.5	APP CRS 323°	Rwy Idg TDZE Apt Elev	9001 1293 1297
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ILS or LOC RWY 32

MANSFIELD LAHM RGNL (MFD)

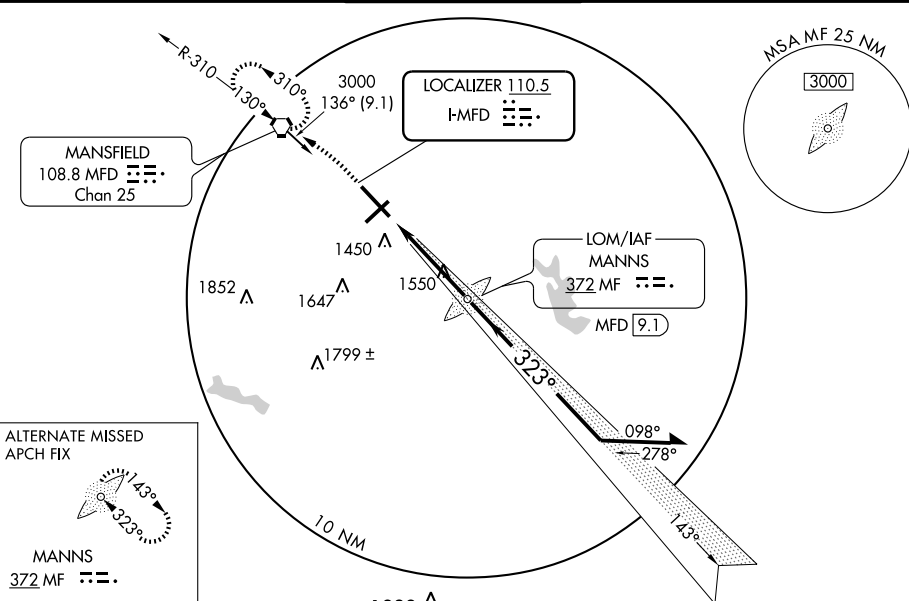
When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet, all MDA 120 feet, increase S-LOC 32 Cat C/D visibility $\frac{1}{2}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile, Cat D $\frac{1}{4}$ mile.
For inoperative MALS R when using Marion altimeter setting, increase S-ILS 32 visibility $\frac{1}{2}$ mile all Cats.

MALS R

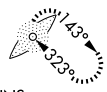


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

ATIS 125.3	MANSFIELD APP CON * 124.2 390.8	MANSFIELD TOWER * 119.8 (CTAF) 325.8	GND CON 121.8 325.8	UNICOM 122.95
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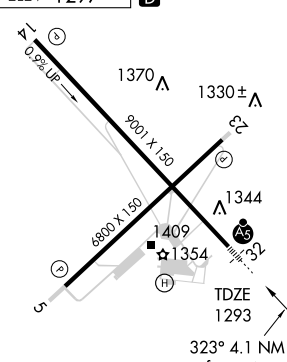


ALTERNATE MISSED
APCH FIX



MANNS
372 MF 323°

ELEV 1297



HIRL Rwy 5-23 and 14-32

REIL Rwy 5 and 23

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

MANSFIELD, OHIO
Amdt 16A 10042

ADF or DME or RADAR REQUIRED

2000	3000	MFD 108.8	LOM 2640	143°	323°	3000	Remain within 10 NM
CATEGORY		A	B	C	D		
S-ILS 32		1493/24		200 (200- $\frac{1}{2}$)			
S-LOC 32		1860/24 567 (600- $\frac{1}{2}$)		1860/50 567 (600-1)		1860/60 567 (600- $\frac{1}{4}$)	
CIRCLING		1860-1 563 (600-1)		1860-1 $\frac{1}{2}$ 563 (600- $\frac{1}{2}$)		1880-2 583 (600-2)	

MANSFIELD LAHM RGNL (MFD)
ILS or LOC RWY 32

40°49'N - 82°31'W

LOM MF 372	APP CRS 323°	Rwy Idg TDZE Apt Elev	9001 1293 1297
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NDB RWY 32

MANSFIELD LAHM RGNL (MFD)

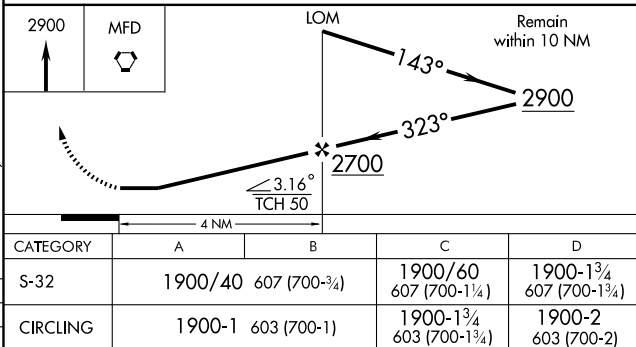
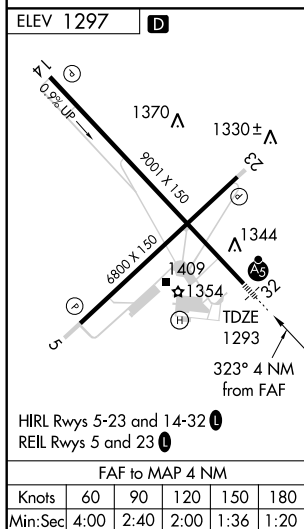
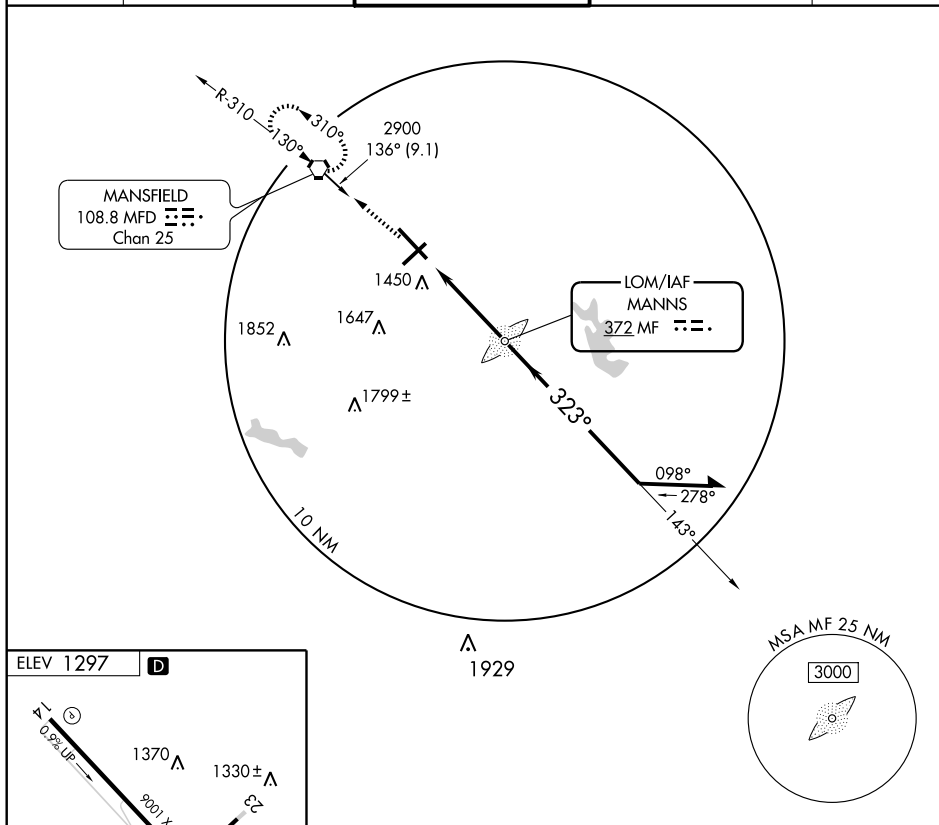
A
ASR

MALSR



MISSED APPROACH: Climb to 2900 direct
MFD VORTAC and hold.

ATIS 125.3	MANSFIELD APP CON ★ 124.2 390.8	MANSFIELD TOWER ★ 119.8 (CTAF) 325.8	GND CON 121.8 325.8	UNICOM 122.95
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MANSFIELD, OHIO
Amdt 11D 01JUL10

40°49'N - 82°31'W

MANSFIELD LAHM RGNL (MFD)

NDB RWY 32

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9001
143°	TDZE	1276
	Apt Elev	1297

RNAV (GPS) RWY 14

MANSFIELD LAHM RGNL (MFD)

- T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting
A and increase all MDA 120 feet and LNAV Cat C and Circling Cat D visibility $\frac{1}{4}$ mile.
 VDP NA with Marion altimeter setting.

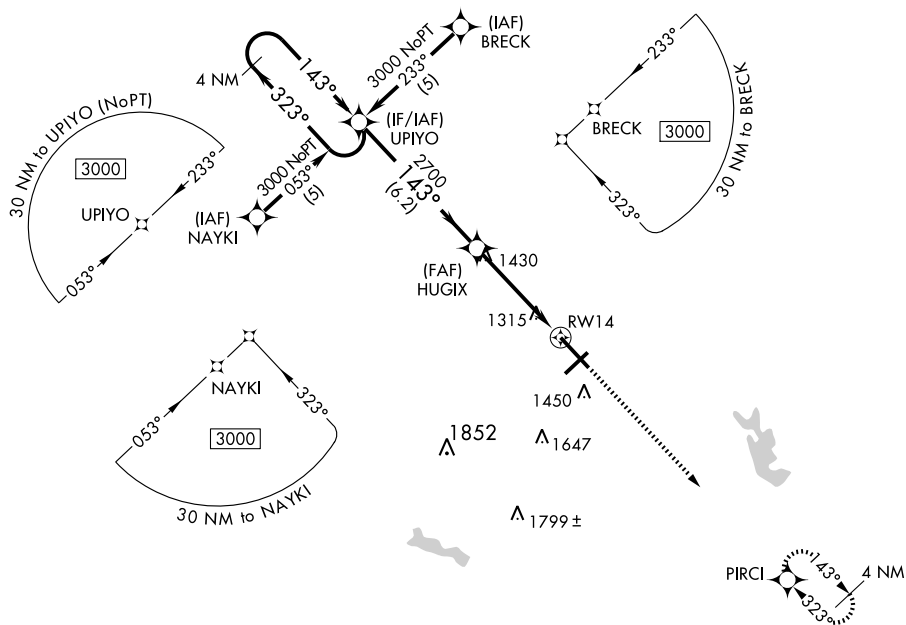
MISSED APPROACH:
Climb to 3000 direct
PIRC and hold.

ATIS
125.3

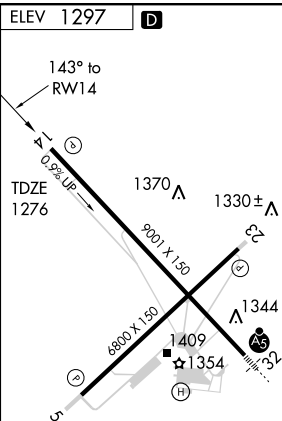
MANSFIELD APP CON ★

MANSFIELD TOWER ★
119.8(CTAF) **L** 325.8

GND CON
121.8 325.8

UNICOM
122.954 NM
Holding Pattern UPIYO[illegible]

CATEGORY	A	B	C	D
LNAV MDA	1620-1 344 (400-1)			1620-1¼ 344 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)



HIRL Rwy 5-23 and 14-32 **L**
REIL Rwy 5 and 23 **L**

MANFIELD, OHIO
Orig-A 10042

40°49'N - 82°31'W

MANSFIELD LAHM RGNL (MFD)
RNAV (GPS) RWY 14

EC-2. 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 99611 W32A	APP CRS 323°	Rwy Idg 9001 TDZE 1293 Apt Elev 1297
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RNAV (GPS) RWY 32

MANSFIELD LAHM RGNL (MFD)

Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, INAV Cat C and Circling Cat D visibility ¼ mile, INAV/VNAV all Cats ½ mile. For inoperative MALSR increase INAV Cat D visibility ¼ mile. For inoperative MALSR when using Marion altimeter setting increase LPV all Cats visibility to 1. VDP NA with Marion altimeter setting.

MALSR



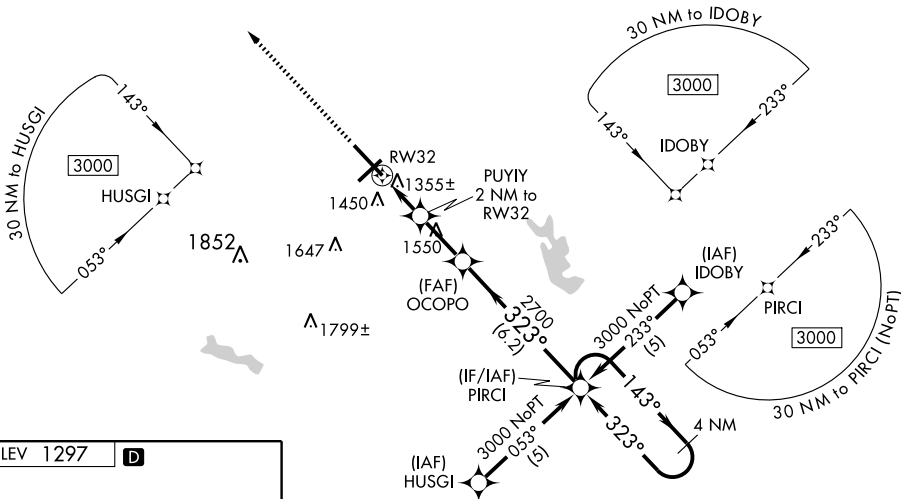
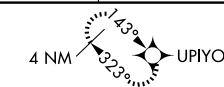
MISSED APPROACH:
Climb to 3000 direct
UPIYO and hold.

ATIS
125.3

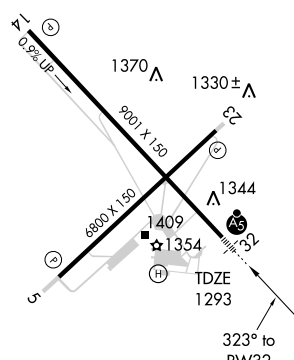
MANSFIELD APP CON ★
124.2 390.8

MANSFIELD TOWER ★
119.8(CTAF) L 325.8

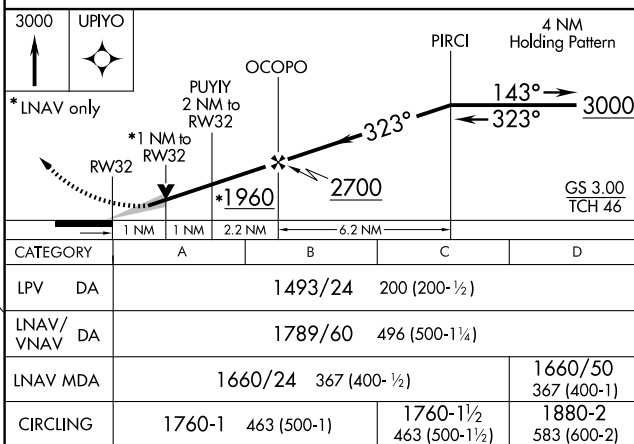
GND CON
121.8 325.8

UNICOM
122.95

ELEV 1297



HIRL Rwy 5-23 and 14-32 **L**
REIL Rwy 5 and 23 **L**



MANFIELD, OHIO
Orig-A 10042

40°49'N - 82°31'W

MANSFIELD LAHM RGNL (MFD)
RNAV (GPS) RWY 32

EC-2. 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC MFD 108.8 Chan 25	APP CRS 230°	Rwy Idg TDZE Apt Elev	6795 1295 1297
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VOR/DME RNAV or GPS RWY 23

MANSFIELD LAHM RGNL (MFD)

ASR

MISSED APPROACH: Climbing right turn to 2900 direct
MFD VORTAC and hold.

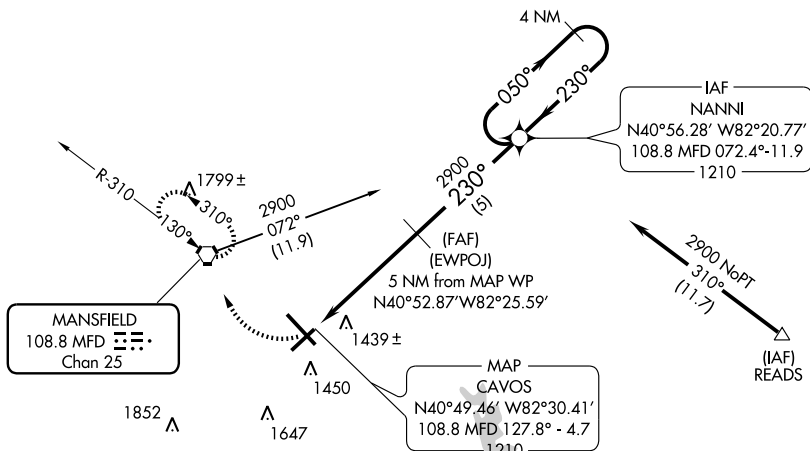
ATIS
125.3

MANSFIELD APP CON ★
124.2 390.8

MANSFIELD TOWER ★
119.8 (CTAF) 0 325.8

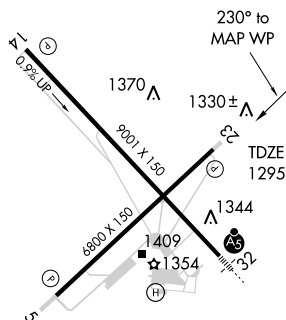
GND CON
121.8 325.8

UNICOM
122.95

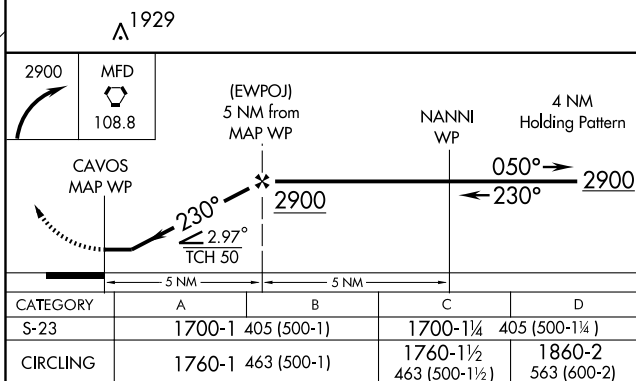


ELEV 1297

D



HIRL Rwy 5-23 and 14-32
REIL Rwy 5 and 23



MANSFIELD, OHIO
Amdt 6A 10042

40°49'N - 82°31'W

MANSFIELD LAHM RGNL (MFD)

VOR/DME RNAV or GPS RWY 23

VORTAC MFD
108.8
Chan **25**

APP CRS
130°

Rwy Idg
TDZE **1276**
Apt Elev **1297**

VOR RWY 14

MANSFIELD LAHM RGNL (MFD)

When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-14 visibility Cats C and D ¼ mile and Circling Cat D ½ mile. VDP NA with Marion altimeter setting. Inoperative table does not apply.

MISSED APPROACH: Climbing left turn to 3000 via MFD R-101 to READS Int/MFD 20.7 DME and hold.

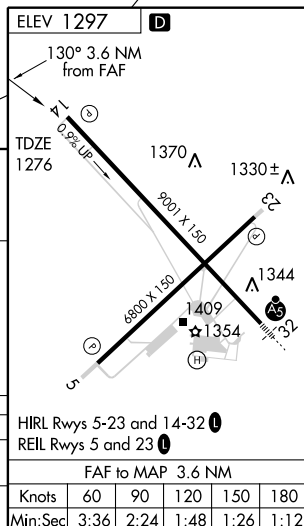
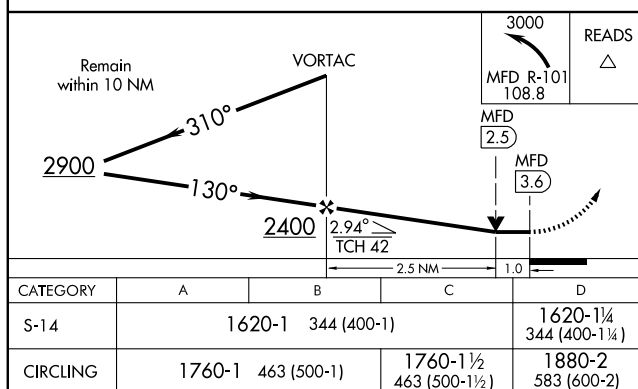
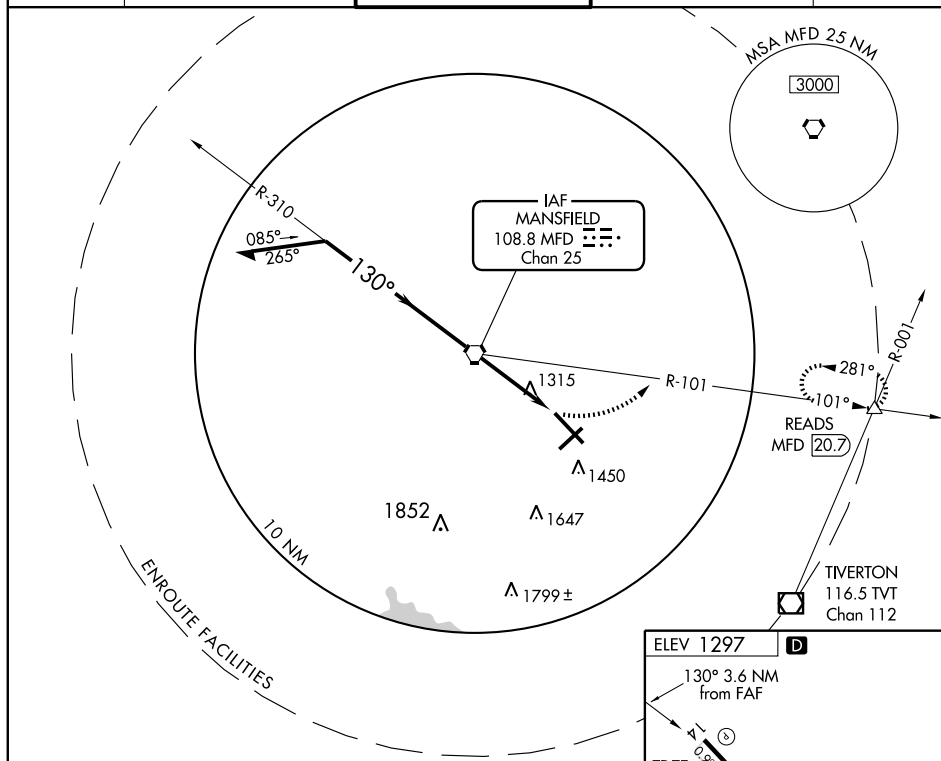
ATIS
125.3

MANSFIELD APP CON ★
124.2 390.8

MANSFIELD TOWER ★
119.8 (CTAF) 325.8

GND CON
121.8 325.8

UNICOM
122.95



VORTAC MFD 108.8 Chgn 25	APP CRS 313°	Rwy Idg 9001 TDZE 1293 Apt Elev 1297
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VOR RWY 32
MANSFIELD LAHM RGNL (MFD)

ASR When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-32 visibility Cats C and D ½ mile and Circling Cat C ½ mile, Cat D ¼ mile. VDP NA with Marion altimeter setting. ADF or DME Required.

MALSr



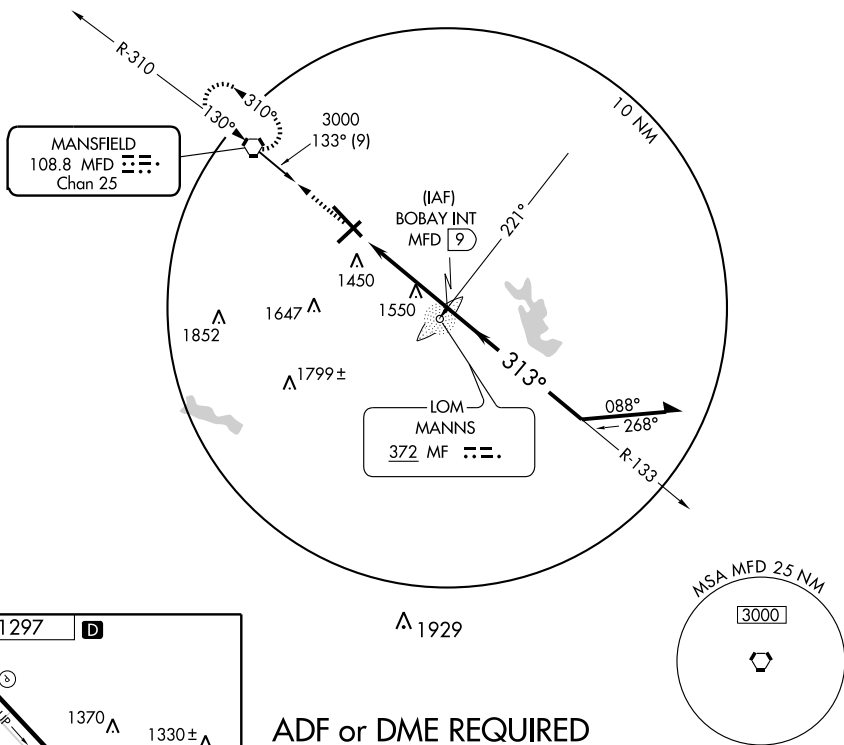
MISSED APPROACH: Climb to 3000
direct MFD VORTAC and hold.

ATIS
125.3

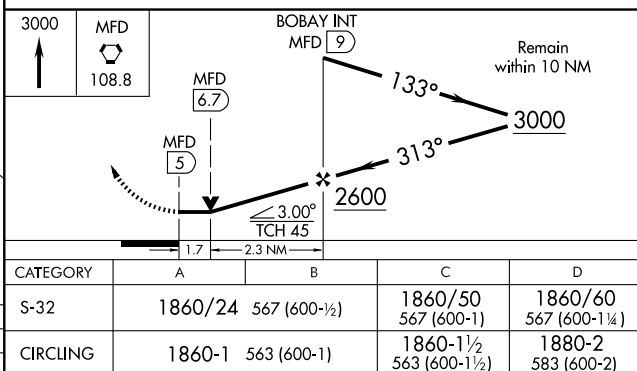
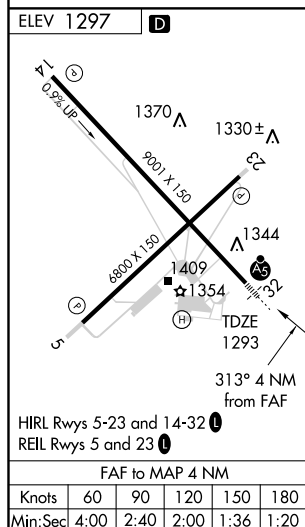
MANSFIELD APP CON ★
124.2 390.8

MANSFIELD TOWER ★
119.8(CTAF) 325.8

GND CON
121.8 325.8

UNICOM
122.95

ADF or DME REQUIRED



MANSFIELD, OHIO
Amdt 7A 10042

MANSFIELD LAHM RGNL (MFD)

VOR RWY 32

40°49'N - 82°31'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

MARION MUNI (MNN) 3 NE UTC-5(-4DT) N40°36.98' W83°03.81'

DETROIT

993 B S4 FUEL 80, 100LL, JET A1 + TPA-1793(800) NOTAM FILE MNN

H-10G, L-29A

RWY 07-25: H5000X100 (ASPH-GRVD) S-70, D-95, 2S-121, 2D-150 MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Road.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 13-31: H3498X100 (ASPH-GRVD) S-56, D-68, 2S-86, 2D-105 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 21'. Trees.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 21'. Acft.

AIRPORT REMARKS: Attended 1300-2200Z. Glider activity on and in/ovf arpt. Gliders and towplanes use rgt t/c pattern for Rwy 07 and Rwy 31. Transient acft follow ramp signs to main ramp. Twy D cannot be used to taxi between rwy and ramp area by acft with wingspan greater than 35'. After 0500Z. ACTIVATE MIRL Rwy 07-25 and Rwy 13-31; REIL Rwy 07; Rwy 25; Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 119.975 (740) 383-3400. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100-0400Z) **CLNC DEL** 126.8

CLEVELAND CENTER APP/DEP CON 135.1 (0400-1100Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 238° 26.3 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00' W83°03.83' at fld. NOTAM FILE MNN.

NDB (MHW) 201 MNN N40°37.03' W83°04.20' at fld. Unusable byd 15 NM. NOTAM FILE MNN. SHUTDOWN.

ILS/DME 110.35 I-AEF Chan 40Y Rwy 25. LOC only.

MARYSVILLE

UNION CO (MRT) 1 SE UTC-5(-4DT) N40°13.48' W83°21.10'

DETROIT

1021 B S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE DAY

L-29A

RWY 09-27: H4218X75 (ASPH) S-17 MIRL 0.6% up W.

IAP

RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 20'. Tree.

RWY 27: REIL. PAPI(P4L)—GA 4.0° TCH 42'. Thld dsplcd 124'. Railroad.

AIRPORT REMARKS: Attended Nov-Apr 1300-2300Z, May-Oct 1300-0000Z. For svc after hrs call 740-815-5455.

24 hr credit card svc avbl fuel. Deer and birds on and in/ovf arpt. ACTIVATE MIRL, REIL, PAPI Rwy 09-27—CTAF.

Ramp fee for commercial acft.

WEATHER DATA SOURCES: AWOS-3 119.275 (937)-644-2967.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 102° 32 NM to fld. 1080/5W.

COMM/NAV/WEATHER REMARKS: AWOS-3 unusable byd 6 NM.

MAYFIELD (See AKRON)

MCARTHUR

VINTON CO (22I) 5 NE UTC-5(-4DT) N39°19.69' W82°26.51'

CINCINNATI

958 B FUEL 100LL NOTAM FILE DAY

L-29A

RWY 09-27: H3725X75 (ASPH) MIRL

RWY 09: Trees. RWY 27: PAPI(2PL). Trees.

AIRPORT REMARKS: Attended irregularly. For fuel call 740-357-0268 or

740-596-0002. Occasional deer and geese on and in/ovf arpt.

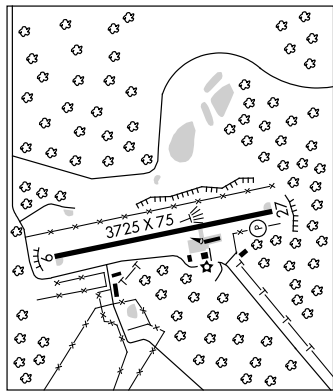
ACTIVATE MIRL Rwy 09-27—122.9.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25'

W82°01.57' 334° 39.5 NM to fld. 880/3W.



LOC/DME I-AEF 110.35 Chan 40 (Y)	APP CRS 245°	Rwy Idg TDZE Apt Elev	5000 993 993
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LOC/DME RWY 25

MARION MUNI (MNN)

▼ If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

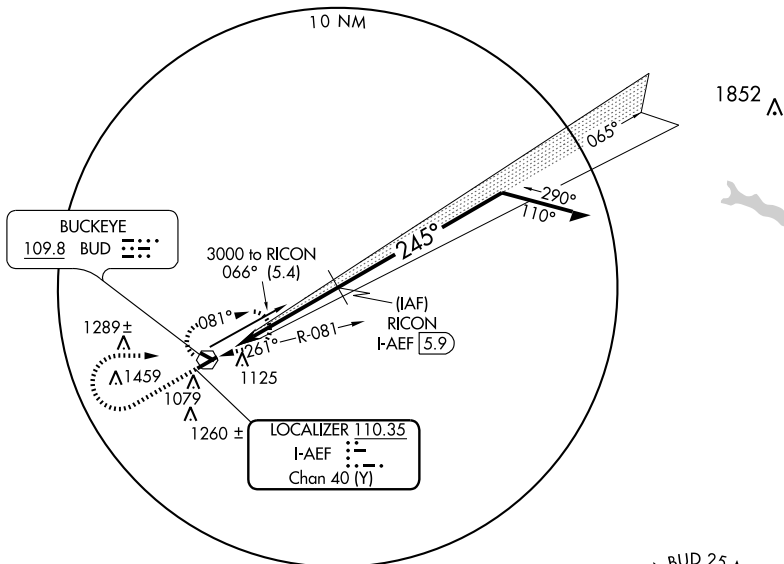
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BUD VOR and hold.

ASOS
119.975

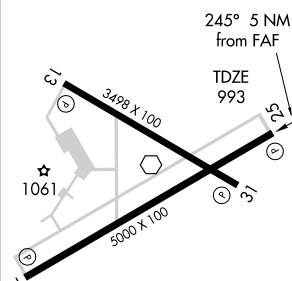
MANSFIELD APP CON ★
124.2 390.8

CLNC DEL
126.8

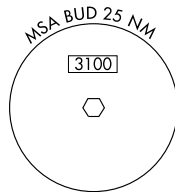
UNICOM
122.8 (CTAF) **0**



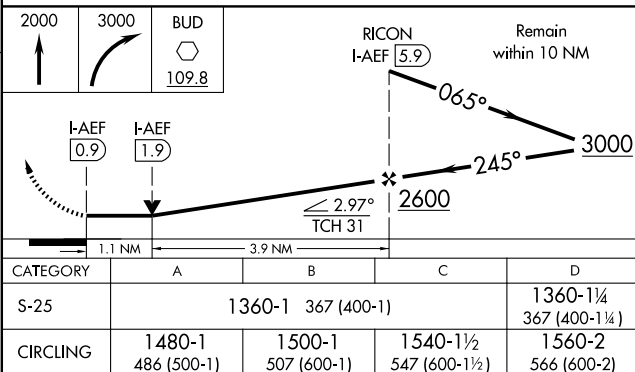
ELEV 993



APPLETON
116.7 APE ---
Chan 114



REIL Rwy 7, 13, 25 and 31
MIRL Rwy 7-25 and 13-31



WAAS CH 93604 W07A	APP CRS 065°	Rwy Idg 5000 TDZE 990 Apt Elev 993
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RNAV (GPS) RWY 7

MARION MUNI (MNN)



If local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA 87 feet, LNAV/VNAV DA 195 feet, and all MDAS 100 feet.
Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
LEBJE and hold.

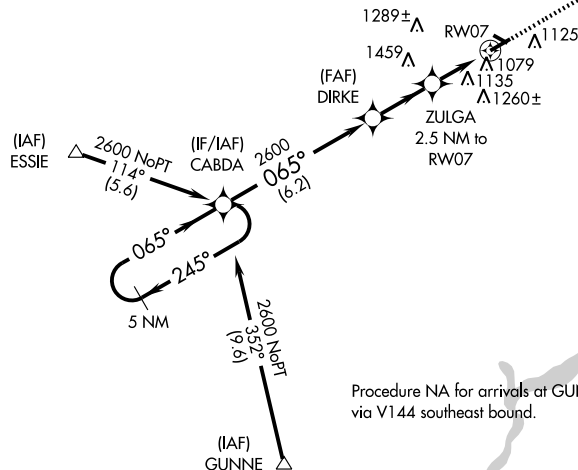
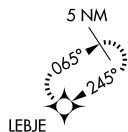
ASOS
119.975

MANFIELD APP CON *
124.2 390.8

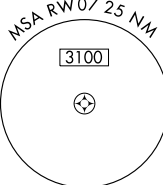
CLNC DEL
126.8

UNICOM
122.8 (CTAF) 0

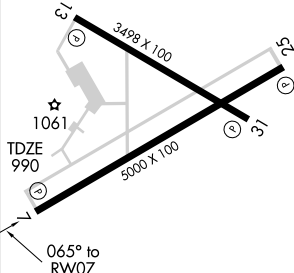
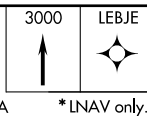
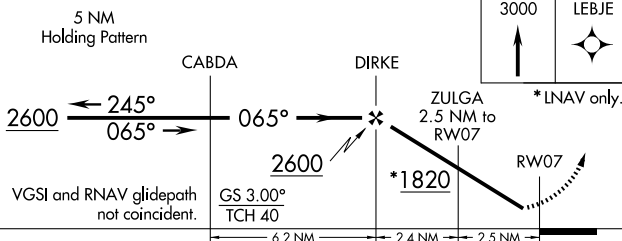
MISSED APCH FIX



Procedure NA for arrivals at GUNNE
via V144 southeast bound.



ELEV 993



CATEGORY	A	B	C	D
LPV DA	1240-1 250 (300-1)			
LNAV/VNAV DA	1379-1½ 389 (400-1½)			
LNAV MDA	1440-1 450 (500-1)	1440-1¼ 450 (500-1¼)	1440-1½ 450 (500-1½)	
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwy 7, 13, 25 and 31 0
MIRL Rwy 7-25 and 13-31 0

APP CRS **125°**
 Rwy Idg **3498**
 TDZE **990**
 Apt Elev **993**

RNAV (GPS) RWY 13

MARION MUNI (MNN)

▽ DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Ohio State altimeter setting and increase all MDAs 100 feet and visibility Cats C and D and circling Cat C ¼ mile.

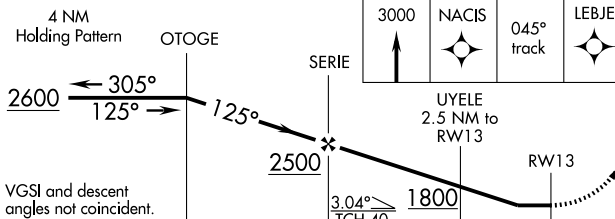
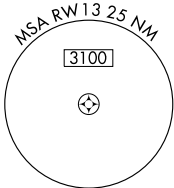
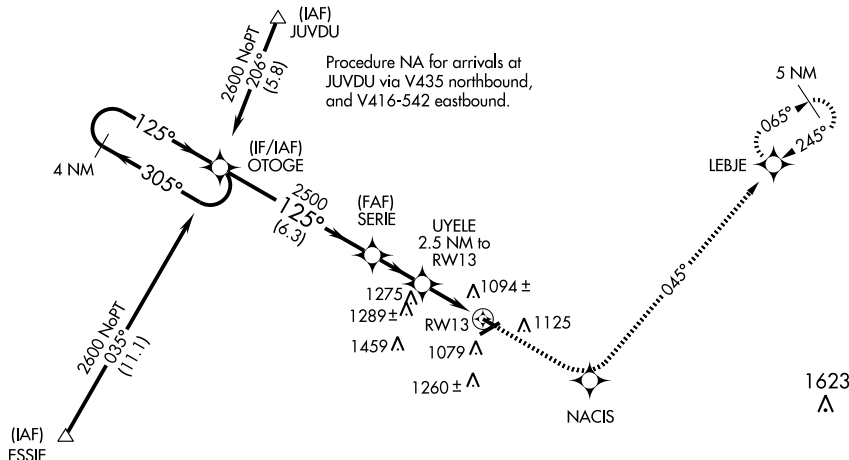
MISSED APPROACH: Climb to 3000 direct NACIS and via 045° track to LEBJE and hold.

ASOS
119.975

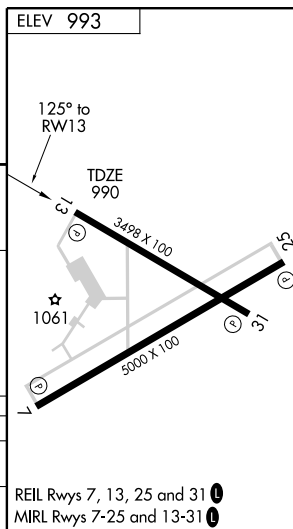
MANSFIELD APP CON ★
124.2 390.8

CLNC DEL
126.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1360-1	370 (400-1)	1360-1¼	370 (400-1¼)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)



WAAS CH 62904 W25A	APP CRS 245°	Rwy Idg TDZE 993 Apt Elev 993
--	------------------------	---

RNAV (GPS) RWY 25

MARION MUNI (MNN)

▼ If local altimeter setting not received, use Ohio State University altimeter setting and increase all DAs 87 feet and all MDAs 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

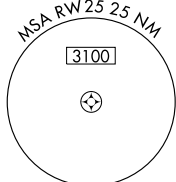
MISSED APPROACH: Climb to 2600 direct CABDA and hold.

ASOS
119.975

MANSFIELD APP CON ★
124.2 390.8

CLNC DEL
126.8

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at MFD VORTAC via airway radials 183 CW 279.

(IAF) MANSFIELD MFD

5 NM
065°
245°
3000 NoPT
236° (14.7)

(IF/IAF) LEBJE
2700
245° (6.2)

(FAF) EYEHE

1209

1093 ±

1289 ±

1459

1125

1079

1260 ±

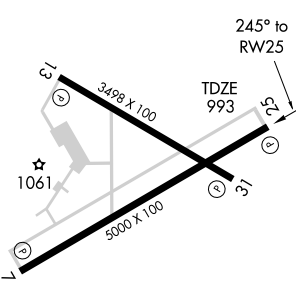
△ 1752

MISSED APCH FIX

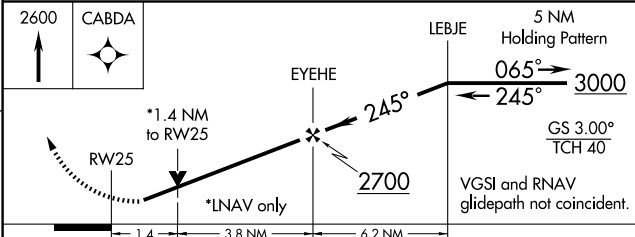
CABDA



ELEV 993



REIL Rwy 7, 13, 25 and 31 0
MIRL Rwy 7-25 and 13-31 0



CATEGORY	A	B	C	D
LPV DA	1334-1¼	341 (400-1¼)		
LNAV/VNAV DA	1443-1½	450 (500-1½)		
LNAV MDA	1460-1	467 (500-1)	1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

VOR BUD 109.8	APP CRS 261°	Rwy Idg TDZE Apt Elev	N/A N/A 993
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VOR-A
MARION MUNI (MNN)



If local altimeter setting not received,
use Ohio State University altimeter setting
and increase all MDAs 100 feet.

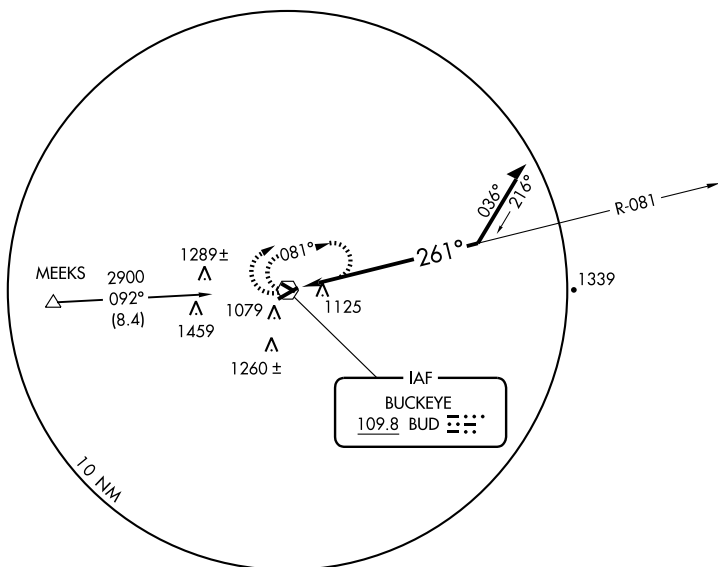
MISSED APPROACH: Climbing right turn to 2900 in
BUD VOR holding pattern.

ASOS
119.975

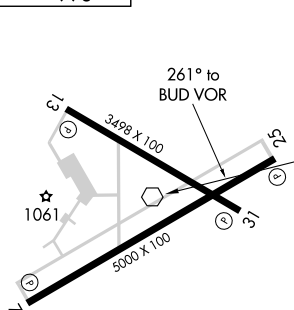
MANSFIELD APP CON*
124.2 390.8

CLNC DEL
126.8

UNICOM
122.8 (CTAF) 0

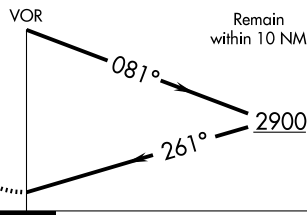
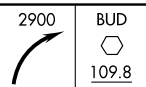


ELEV 993



REIL Rwy 7, 13, 25 and 31
MIRL Rwy 7-25 and 13-31

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1640-1	647 (700-1)	1640-1¾ 647 (700-1¾)	1640-2 647 (700-2)

MARION MUNI (MNN) 3 NE UTC-5(-4DT) N40°36.98' W83°03.81'

DETROIT

993 B S4 FUEL 80, 100LL, JET A1 + TPA-1793(800) NOTAM FILE MNN

H-106, L-29A

RWY 07-25: H5000X100 (ASPH-GRVD) S-70, D-95, 2S-121, 2D-150 MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Road.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Trees.

RWY 13-31: H3498X100 (ASPH-GRVD) S-56, D-68, 2S-86, 2D-105 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 21'. Trees.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 21'. Acft.

AIRPORT REMARKS: Attended 1300-2200Z \pm . Glider activity on and in/ovf arpt. Gliders and towplanes use rgt t/c pattern for Rwy 07 and Rwy 31. Transient acft follow ramp signs to main ramp. Twy D cannot be used to taxi between rwy and ramp area by acft with wingspan greater than 35'. After 0500Z \pm ACTIVATE MIRL Rwy 07-25 and Rwy 13-31; REIL Rwy 07; Rwy 25; Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 119.975 (740) 383-3400. SAWRS.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100-0400Z \pm) **CLNC DEL** 126.8

CLEVELAND CENTER APP/DEP CON 135.1 (0400-1100Z \pm)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 238° 26.3 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00' W83°03.83' at fld. NOTAM FILE MNN.

NDB (MHW) 201 MNN N40°37.03' W83°04.20' at fld. Unusable byd 15 NM. NOTAM FILE MNN. SHUTDOWN.

ILS/DME 110.35 I-AEF Chan 40Y Rwy 25. LOC only.

MARYSVILLE

UNION CO (MRT) 1 SE UTC-5(-4DT) N40°13.48' W83°21.10'

DETROIT

1021 B S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE DAY

L-29A

RWY 09-27: H4218X75 (ASPH) S-17 MIRL 0.6% up W.

IAP

RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 20'. Tree.

RWY 27: REIL. PAPI(P4L)—GA 4.0° TCH 42'. Thld displcd 124'. Railroad.

AIRPORT REMARKS: Attended Nov-Apr 1300-2300Z \pm , May-Oct 1300-0000Z \pm . For svc after hrs call 740-815-5455.

24 hr credit card svc avbl fuel. Deer and birds on and in/ovf arpt. ACTIVATE MIRL, REIL, PAPI Rwy 09-27—CTAF.

Ramp fee for commercial acft.

WEATHER DATA SOURCES: AWOS-3 119.275 (937)-644-2967.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 102° 32 NM to fld. 1080/5W.

COMM/NAV/WEATHER REMARKS: AWOS-3 unusable byd 6 NM.

MAYFIELD (See AKRON)

MCARTHUR

VINTON CO (22I) 5 NE UTC-5(-4DT) N39°19.69' W82°26.51'

CINCINNATI

958 B FUEL 100LL NOTAM FILE DAY

L-29A

RWY 09-27: H3725X75 (ASPH) MIRL

RWY 09: Trees. RWY 27: PAPI(2PL). Trees.

AIRPORT REMARKS: Attended irregularly. For fuel call 740-357-0268 or

740-596-0002. Occasional deer and geese on and in/ovf arpt.

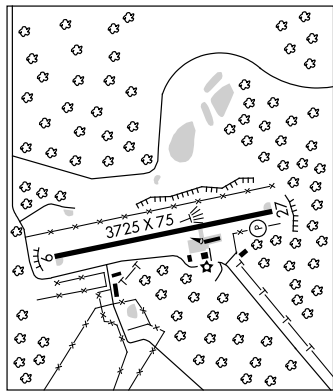
ACTIVATE MIRL Rwy 09-27—122.9.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.

HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25'

W82°01.57' 334° 39.5 NM to fld. 880/3W.



APP CRS
088°

Rwy Idg **4218**
TDZE **1021**
Apt Elev **1021**

GPS RWY 9

MARYSVILLE / UNION COUNTY (MRT)

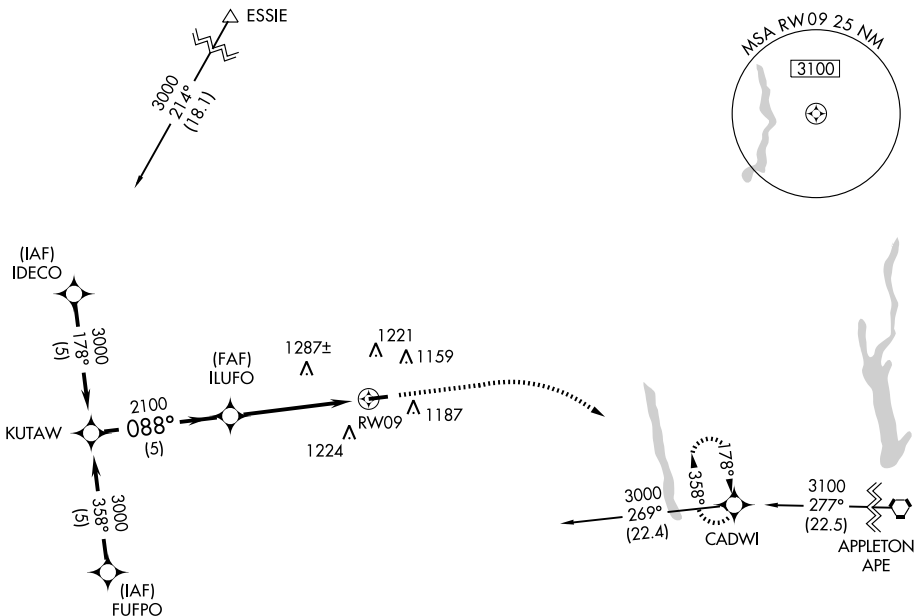


MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

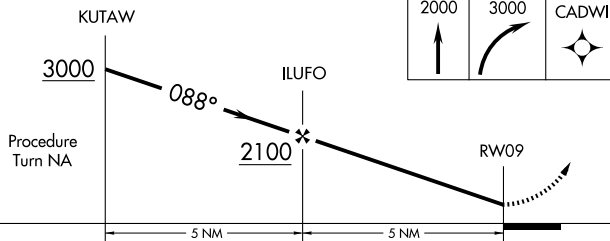
AWOS-3
119.275

COLUMBUS APP CON
120.2 317.775

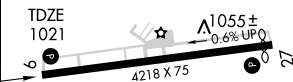
UNICOM
122.8 (CTAF)



1805



ELEV 1021 Rwy 27 Idg 4094'



CATEGORY	A	B	C	D
S-9	1520-1	499 (500-1)	1520-1¼ 499 (500-1¼)	1520-1½ 499 (500-1½)
CIRCLING	1540-1	519 (600-1)	1560-1½ 539 (600-1½)	1580-2 559 (600-2)

MIRL Rwy 9-27
REIL Rws 9 and 27

APP CRS **268°**
 Rwy Idg **4094**
 TDZE **1015**
 Apt Elev **1021**

GPS RWY 27

MARYSVILLE / UNION COUNTY (MRT)



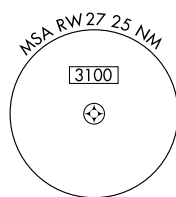
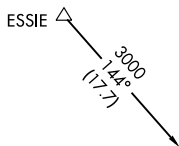
NA

MISSED APPROACH: Climb to 3000 direct KUTAW WP and hold.

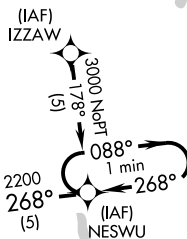
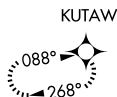
AWOS-3
119.275

COLUMBUS APP CON
120.2 317.775

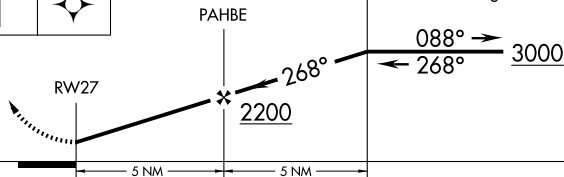
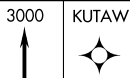
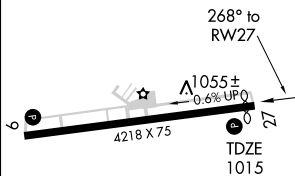
UNICOM
122.8 (CTAF) 0



A1741



ELEV 1021 Rwy 27 Idg 4094'



CATEGORY	A	B	C	D
S-27	1520-1 505 (500-1)	1520-1 505 (500-1)	1520-1 505 (500-1)	1520-1 505 (500-1)
CIRCLING	1540-1 519 (600-1)	1560-1 539 (600-1)	1580-2 559 (600-2)	1580-2 559 (600-2)

MIRL Rwy 9-27 0
 REIL Rlys 9 and 27 0

McCONNELLSVILLE

MORGAN CO (171) 3 E UTC-5(-4DT) N39°39.26' W81°48.19'

CINCINNATI

1000 B FUEL 100LL TPA-1800(800) NOTAM FILE CLE

L-29B

RWY 12-30: H3500X65 (ASPH) S-12 MIRL

RWY 12: Thld dsplcd 350'. Road. RWY 30: REIL. Tree.

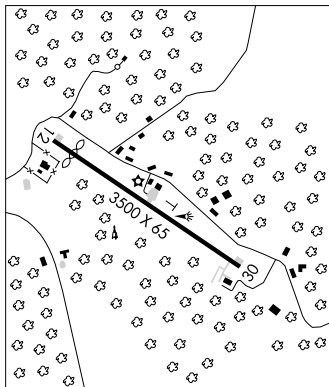
AIRPORT REMARKS: Unattended. For fuel use phone in Administration Building and refer to list above phone. Rwy 12-30 sfc has loose aggregate, large cracks with grass growing through them. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 30—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZW.

ZANESVILLE (L) VOR/DME 111.4 ZZW Chan 51 N39°56.45'

W81°53.56' 172° 17.7 NM to fld. 900/6W.



MEDINA MUNI (1G5) 4 E UTC-5(-4DT) N41°07.89' W81°45.90'

DETROIT

1190 B S4 FUEL 100LL NOTAM FILE CLE

L-30G

RWY 09-27: H3556X75 (ASPH) S-30 MIRL 0.4% up E

IAP

RWY 09: PAPI (P4L). Trees.

RWY 27: REIL. PAPI (P4L)—GA 3.5° TCH 30'.

RWY 01-19: H2867X60 (ASPH) S-25 MIRL 0.7% up N

RWY 01: PAPI (P4L). P-line.

RWY 19: PAPI (P4L). Thld dsplcd 737'. Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. Deer on and in vof arpt. PAEW twys. Rwy 09-27 has severe cracking with much foreign object damage potential. Rwy 09 PAPI OTS indef. MIRL Rwy 09-27, MIRL Rwy 01-19, PAPI Rwy 09, 27, 01 and 19 opr dusk-0300Z±; after 0300Z± ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

® CLEVELAND APP/DEP CON 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48' W82°09.72' 132° 22.5 NM to fld. 780/5W. HIWAS.

METCALF FLD (See TOLEDO)

MIAMI UNIVERSITY (See OXFORD)

MIDDLE BASS-EAST POINT (See MIDDLE BASS ISLAND)

MIDDLE BASS ISLAND

MIDDLE BASS-EAST POINT (3W9) 1 NE UTC-5(-4DT) N41°41.67' W82°47.79'

DETROIT

582 NOTAM FILE CLE

RWY 09-27: 2085X67 (TURF)

RWY 09: Berm.

RWY 27: Trees. Rgt tfc.

AIRPORT REMARKS: Attended May-Oct irregularly, unattended Nov-Apr. Rwy soft and wet in spring. Numerous trees and buildings in close proximity of rwy. Be alert: Expect significant windshear and turbulence on apch and departure when winds exceed 10 Kt speed.

COMMUNICATIONS: CTAF 122.9

MIDDLE BASS ISLAND (3T7) 1 NE UTC-5(-4DT) N41°41.11' W82°48.29'

DETROIT

580 TPA-1580 (1000)

RWY 10-28: H1852X75 (ASPH)

RWY 10: PAPI(P4L). Thld dsplcd 52'. Building. Rgt tfc.

RWY 28: PAPI(P4L). Ground.

AIRPORT REMARKS: Unattended. All tfc patterns remain S of arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND DEP CON
125.35 354.025

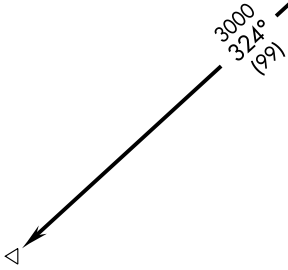
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .
 . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

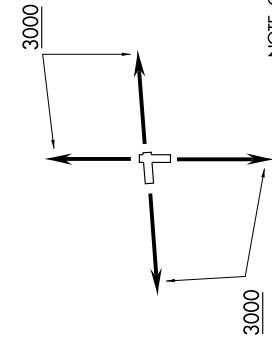
TAKE-OFF OBSTACLES:

- Rwy 1: Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.
- Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.
- Rwy 9: Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.
- Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.
- Rwy 19: Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.
- Rwy 27: Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.
- Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

ALPHE



HUDDZ



TAKE-OFF MINIMUMS:

Rwys 1, 9, 19, 27: STANDARD.

NOTE: DME/DME/IRU or GPS required.

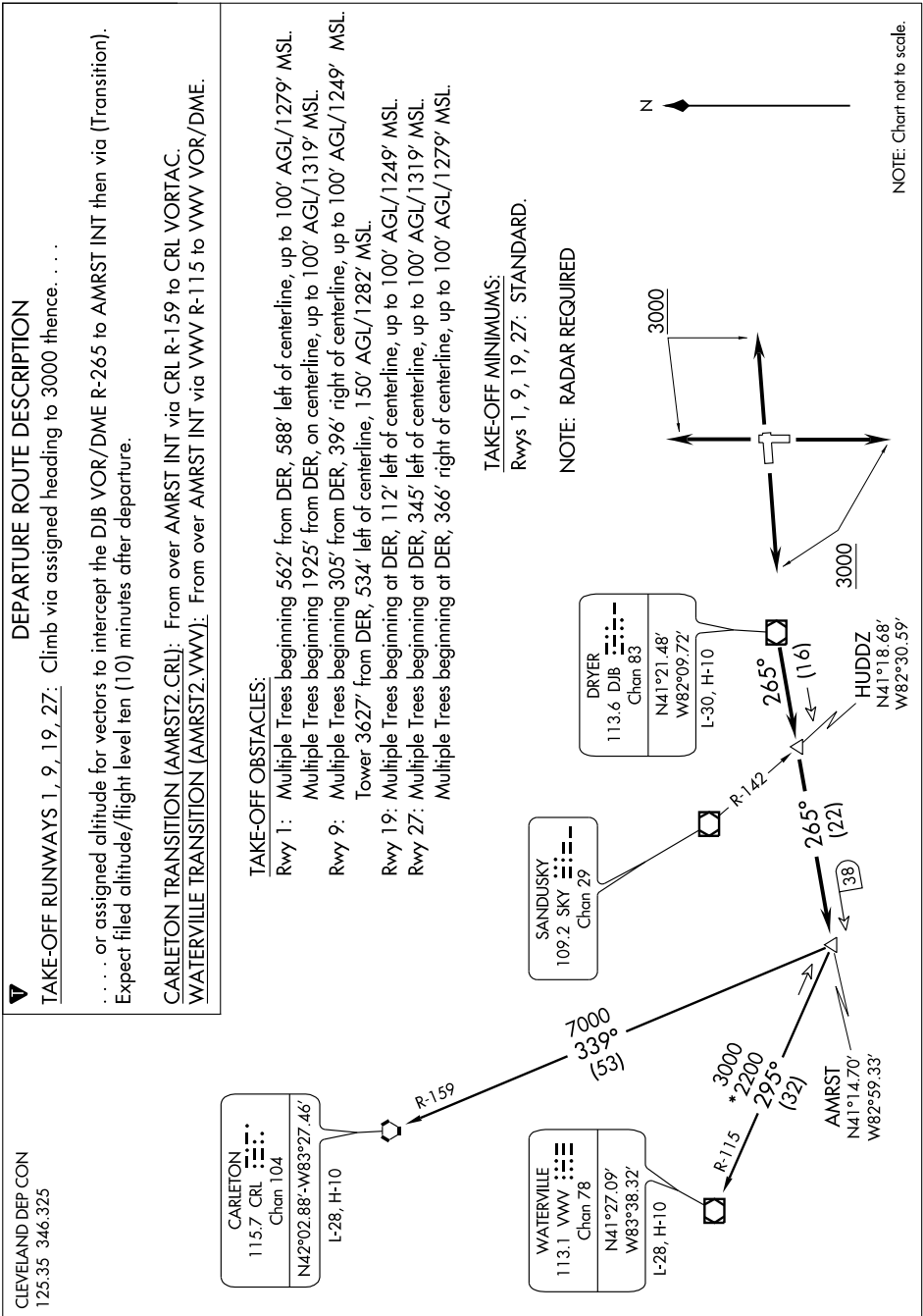
NOTE: RNAV 1.

NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

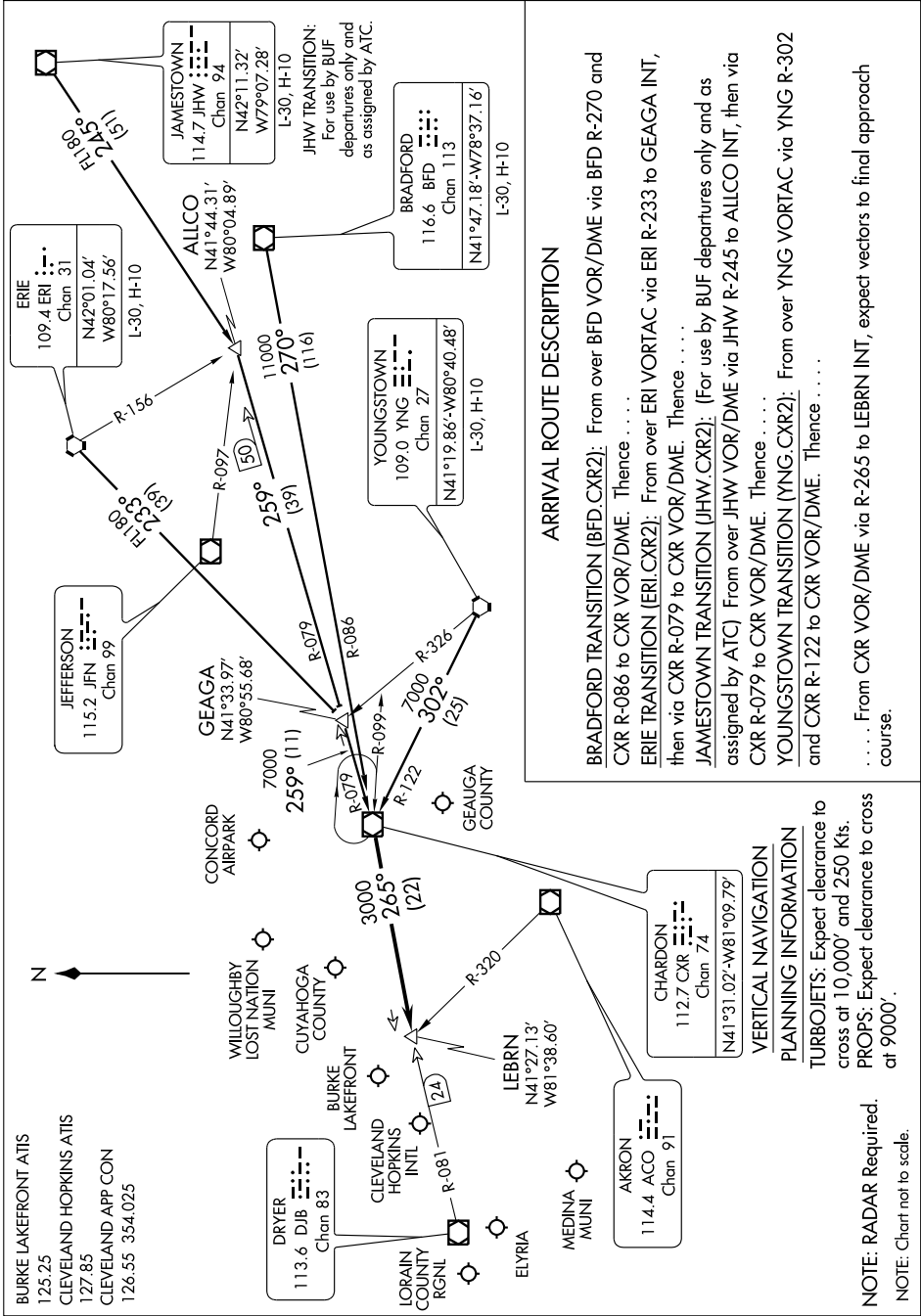


CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

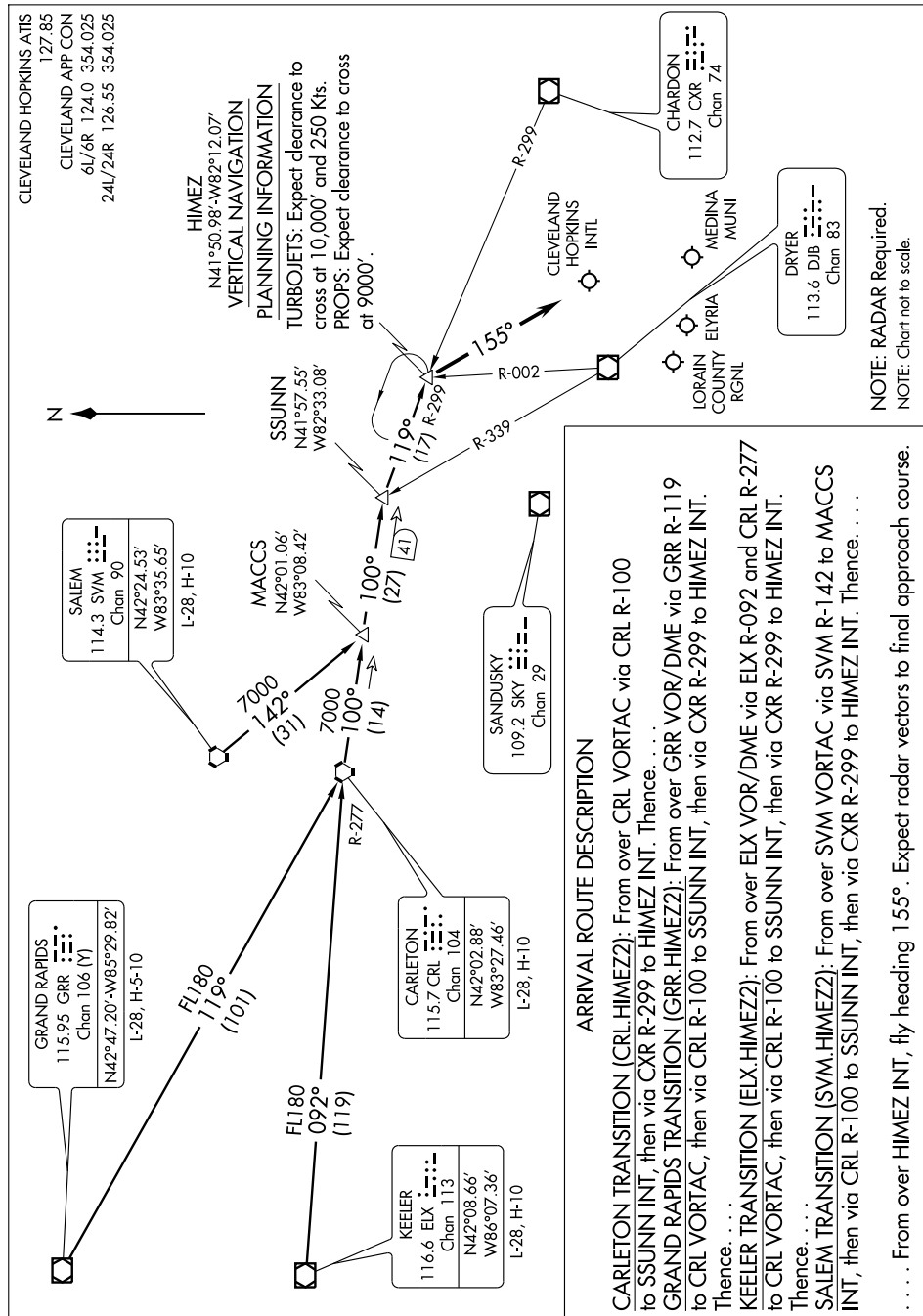
CLEVELAND, OHIO

HIMEZ TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



HIMEZ TWO ARRIVAL

(MACCS.HIMEZ2) 07354

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.

Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.

Rwy 9: Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.

Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.

Rwy 19: Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.

Rwy 27: Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.

Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

APP CRS **091°**
Rwy Idg **3556**
TDZE **1179**
Apt Elev **1190**

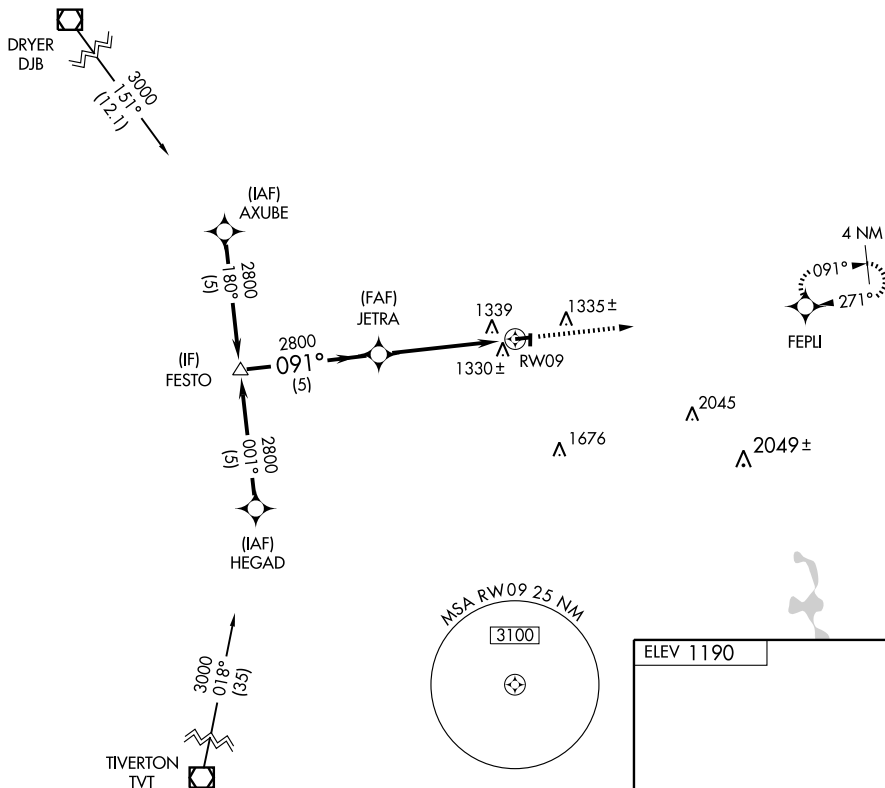
RNAV (GPS) RWY 9
MEDINA MUNI (1G5)

▼ Use Cleveland-Hopkins altimeter setting.
▲ NA DME/DME RNP-0.3 NA.

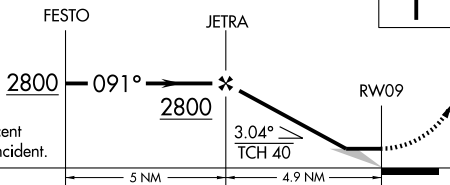
MISSED APPROACH: Climb to 2800
direct FEPLI WP and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) 0



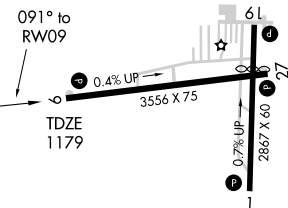
Procedure
Turn
NA



VGSI and descent
angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1700-1 521 (600-1)		1700-1½ 521 (600-1½)	NA
CIRCLING	1740-1 550 (600-1)		1740-1½ 550 (600-1½)	NA

ELEV 1190



REIL Rwy 27
MIRL Rwy 9-27, 1-19 0

APP CRS **271°**
Rwy ldg **3556**
TDZE **1183**
Apt Elev **1190**

RNAV (GPS) RWY 27

MEDINA MUNI (1G5)

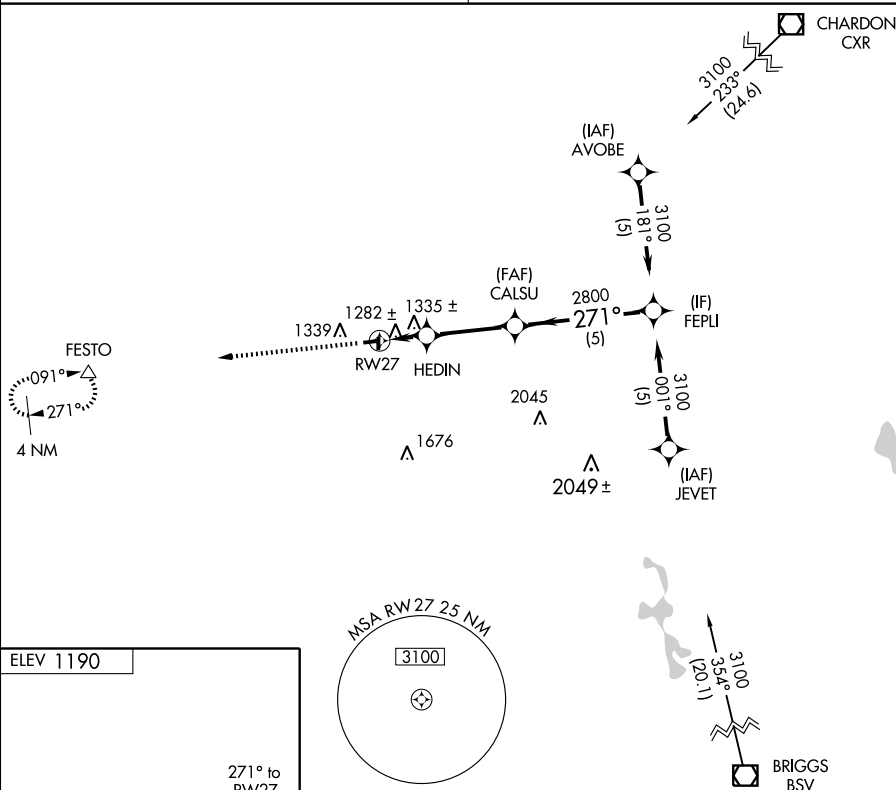


Use Cleveland Hopkins altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

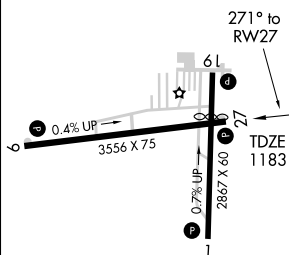
MISSED APPROACH: Climb to 2800 direct FESTO WP and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF)



ELEV 1190



REIL Rwy 27
MIRL Rwy 9-27, 1-19

2800

↑

FESTO

△

VGSI and descent angles not coincident.

FEPLI

3100

Procedure Turn NA

HEDIN

1.7 NM to RW27

CALSU

2800

271°

RW27

1760

3.04°

TCH 40

1.7 NM

3.2 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1680-1	497 (500-1)	1680-1½ 497 (500-1½)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA

SANDUSKY TWO DEPARTURE

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

CARLETON 115.7 CRL	Chan 104
N42°02.89'	W83°27.46'
L-28, H-10	

SANDUSKY 109.2 SKY	Chan 29
N41°26.07'	W82°39.29'
L-30	

NOTE: Chart not to scale.

NOTE: RADAR required

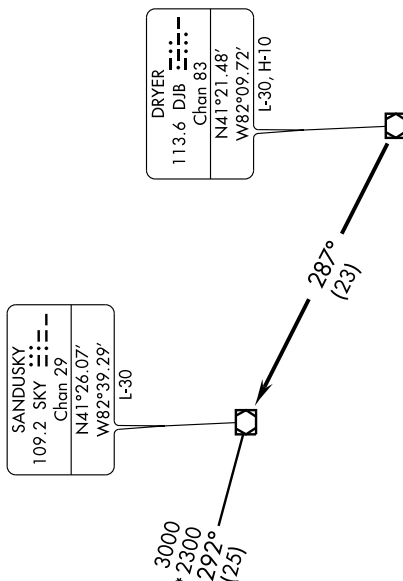
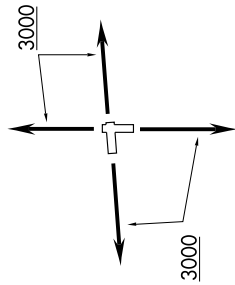
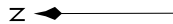
NOTE: Turboprop aircraft only

TAKE-OFF MINIMUMS:

Rwys 1, 9, 19, 27 STANDARD.

TAKE-OFF OBSTACLES:

- Rwy 1: Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.
- Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.
- Rwy 9: Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.
- Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.
- Rwy 19: Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.
- Rwy 27: Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.
- Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.



SANDUSKY TWO DEPARTURE

VOR/DME ACO
114.4
 Chan **91**

APP CRS
278°

Rwy Idg **3556**
 TDZE **1183**
 Apt Elev **1190**

VOR RWY 27
 MEDINA MUNI (1G5)



NA

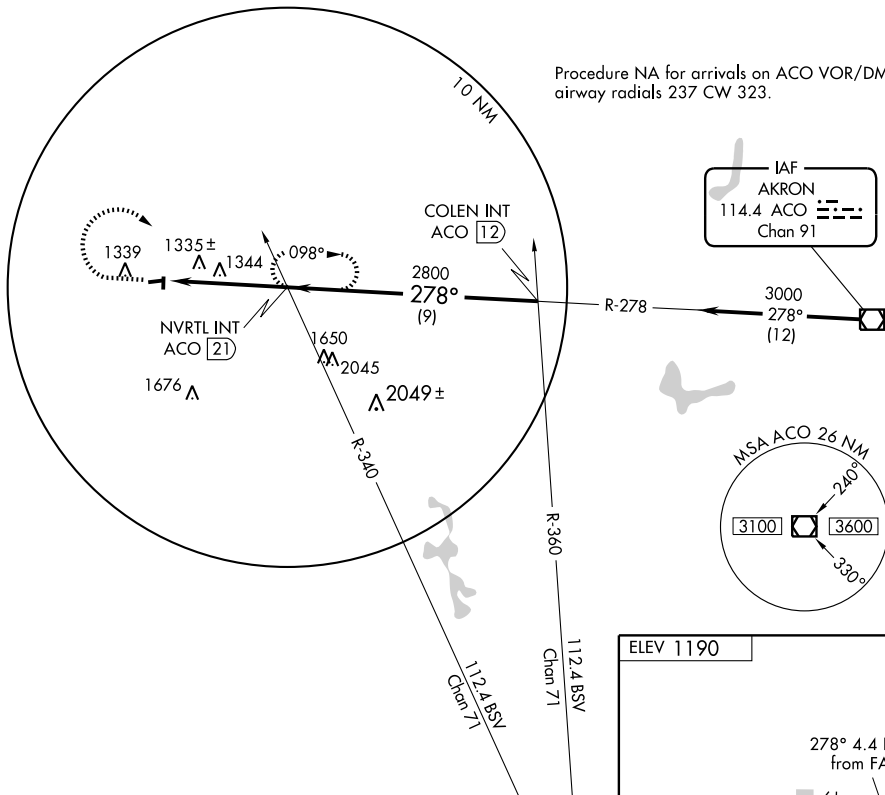
Use Cleveland-Hopkins Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via ACO R-278 to NVRTL Int/21 DME and hold, continue climb-in-hold to 3000.

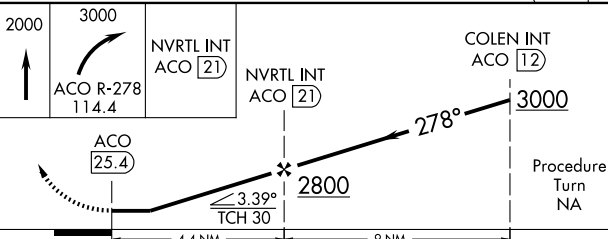
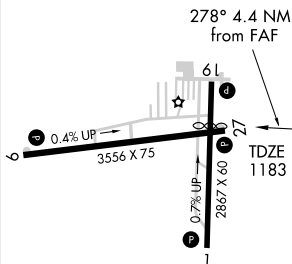
CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF)

Procedure NA for arrivals on ACO VOR/DME
 airway radials 237 CW 323.



ELEV 1190



CATEGORY	A	B	C	D
S-27	1760-1 577 (600-1)	1760-1¼ 577 (600-1¼)	1760-1½ 577 (600-1½)	NA
CIRCLING	1800-1 610 (700-1)	1800-1¼ 610 (700-1¼)	1800-1¾ 610 (700-1¾)	NA

REIL Rwy 27
 MIRL Rwy 9-27, 1-19

FAF to MAP 4.4 NM

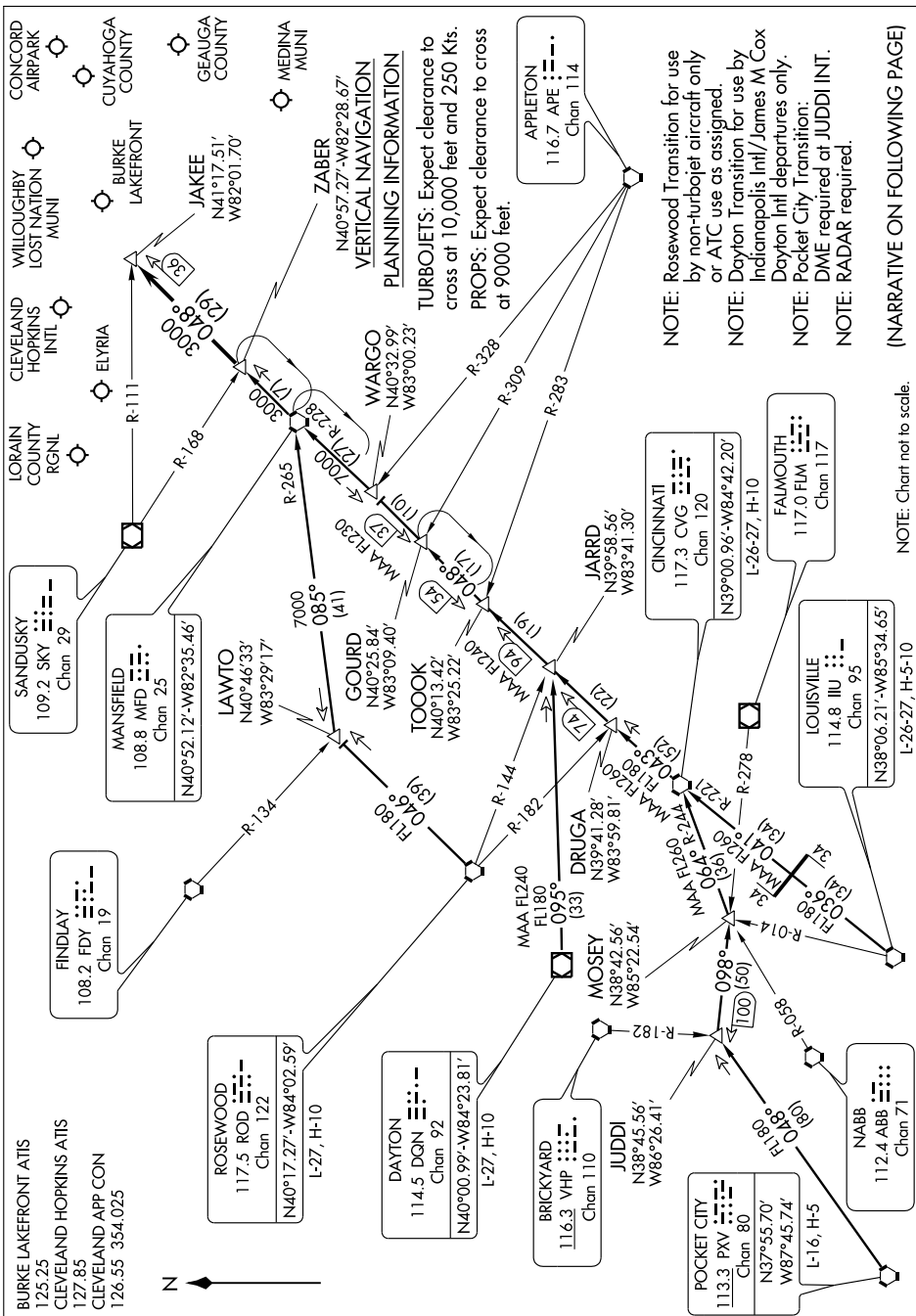
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



ZABER ONE ARRIVAL

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

MIDDLEFIELD**GEAUGA CO** (7G8) 1 SE UTC−5(−4DT) N41°26.98' W81°03.78'**DETROIT**1174 B **FUEL** 100LL TPA—2199(1025) NOTAM FILE CLE**L-306****RWY 11-29:** H3500X65 (ASPH) S−18.5 HIRL 0.5% up W.**IAP****RWY 11:** REIL. TRCV (TRIR). Thld dsplcd 180'. Tank.**RWY 29:** REIL. TRCV (TRIL). Trees.**AIRPORT REMARKS:** Unattended. Use care when taxiing on ramp, loose gravel and rough areas. **ACTIVATE HIRL** Rwy 11-29 and REIL Rwy 11 and Rwy 29—CTAF. Rwy 11 and Rwy 29 TRCV OTS indef. Ultralight ops conduct a close-in 500' AGL rgt hand pattern during dalgt hrs. Parallel twy clsd permanently, E of T-hangars.**COMMUNICATIONS:** CTAF/UNICOM 123.0**CHARDON RCO** 122.1R 112.7T (CLEVELAND RADIO)**Ⓡ CLEVELAND APP/DEP CON** 125.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.**CHARDON (H) VOR/DME** 112.7 CXR Chan 74 N41°31.02' W81°09.79' 137° 6.1 NM to fld. 1310/5W.**COMM/NAV/WEATHER REMARKS:** For IFR clearance ctc Cleveland apch control at 216-898-2040.

MIDDLETOWN RGNL/HOOK FLD (MWO) 2 N UTC−5(−4DT) N39°31.91' W84°23.79'**CINCINNATI**650 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DAY**H-106, L-27E****RWY 05-23:** H6100X100 (ASPH) S-66, D-78, 2S-99, 2D-140 MIRL**IAP****RWY 05:** REIL. PAPI(P4L). Trees.**RWY 23:** REIL. PAPI(P4L). Thld dsplcd 299'. Tree. Rgt tfc.**RWY 08-26:** 3040X297 (TURF)**RWY 08:** Thld dsplcd 951'. Trees.**RWY 26:** Trees. Rgt tfc.**AIRPORT REMARKS:** Attended 1300-2200Z±. **CAUTION:** Ultralights enter/exit pattern at Rwy 08 to N lower than regular tfc pattern. Ultralights do not fly S of Rwy 26. Rwy 08-26 marked with white and black cones. **ACTIVATE MIRL** Rwy 05-23—CTAF.**WEATHER DATA SOURCES:** AWOS-3 120.025 (513) 422-3505.**COMMUNICATIONS:** CTAF/UNICOM 123.0**Ⓡ DAYTON APP CON** 126.5 (091°-180°) 118.85 127.225**Ⓡ DAYTON DEP CON** 126.5 (091°-180°)**DAYTON CLNC DEL** 119.4 (937) 454-7282**RADIO AIDS TO NAVIGATION:** NOTAM FILE FFO.**RICHMOND (L) VORTAC** 110.6 RID Chan 43 N39°45.30' W84°50.33' 126° 24.5 NM to fld. 1135/3W.**HOOK FLD NDB (MHW)** 239 HKF N39°29.93' W84°26.85' 054° 3.1 NM to fld. NOTAM FILE DAY. NDB OTS indef.**ONIDA NDB (LOM)** 223 MW N39°34.70' W84°19.41' 235° 4.4 NM to fld. Unmonitored.**ILS 111.1** I-MWO Rwy 23 LOM ONIDA NDB. LOC only.

MIDWEST N39°25.78' W83°48.07' NOTAM FILE ILN.**CINCINNATI****(T) VORW/DME** 112.9 MXQ Chan 76 at Airborne Airpark. 1050/4W.**H-106, L-27E**

Unmonitored when twr clsd.

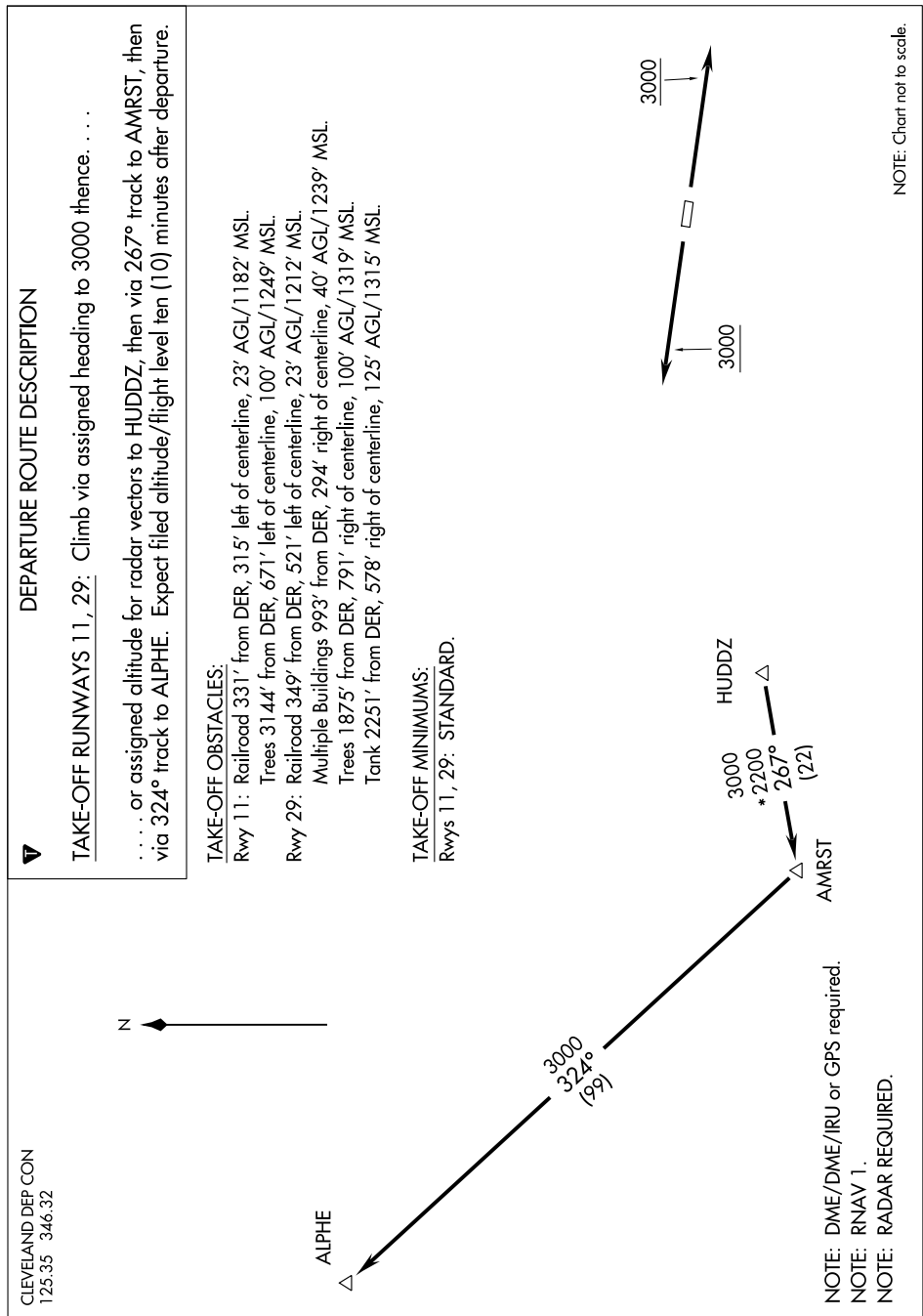
VOR unusable 051°-224°, 170°-275°.

MILLER (See ALLIANCE)

MILLER FARM LANDING STRIP (See BALTIMORE)

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010



ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010

AMRST TWO DEPARTURE

MIDDLEFIELD / GEAUGA COUNTY (7G8)

NOTE: Chart not to scale.

EC-2, 26 AUG 2010 to 23 SEP 2010

MIDDLEFIELD, OHIO

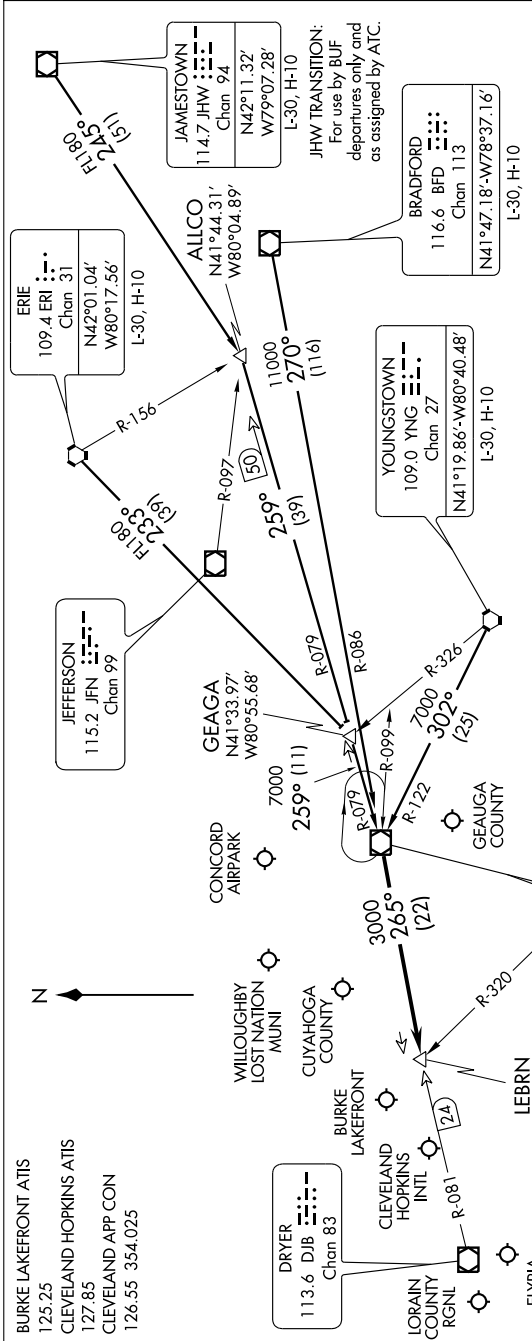
MIDDLEFIELD / GEAUGA COUNTY (7G8)

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence
ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence
JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence
YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence
. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

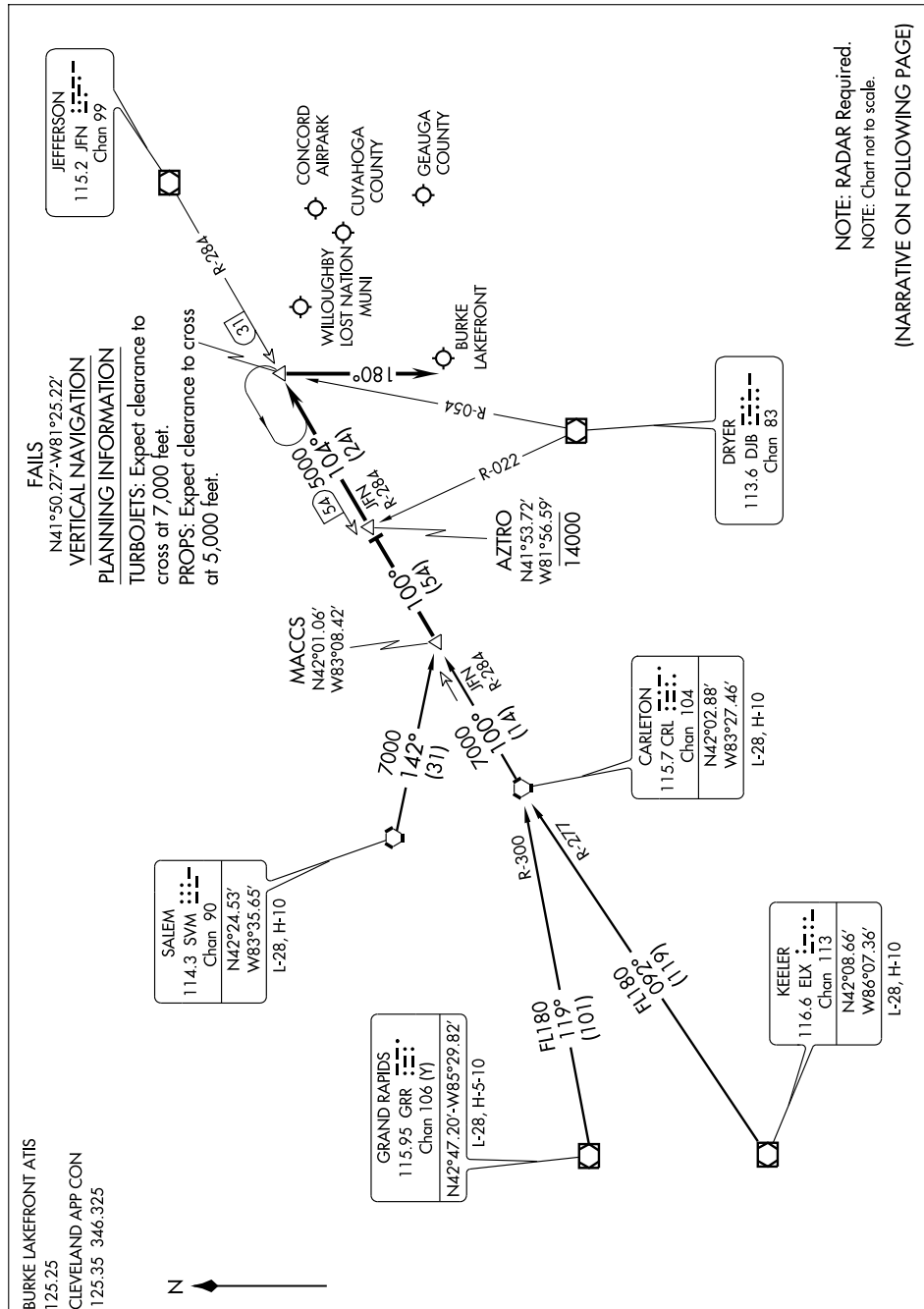
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJET: Expect clearance to cross at 10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

NOTE: RADAR Required.
NOTE: Chart not to scale.

EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

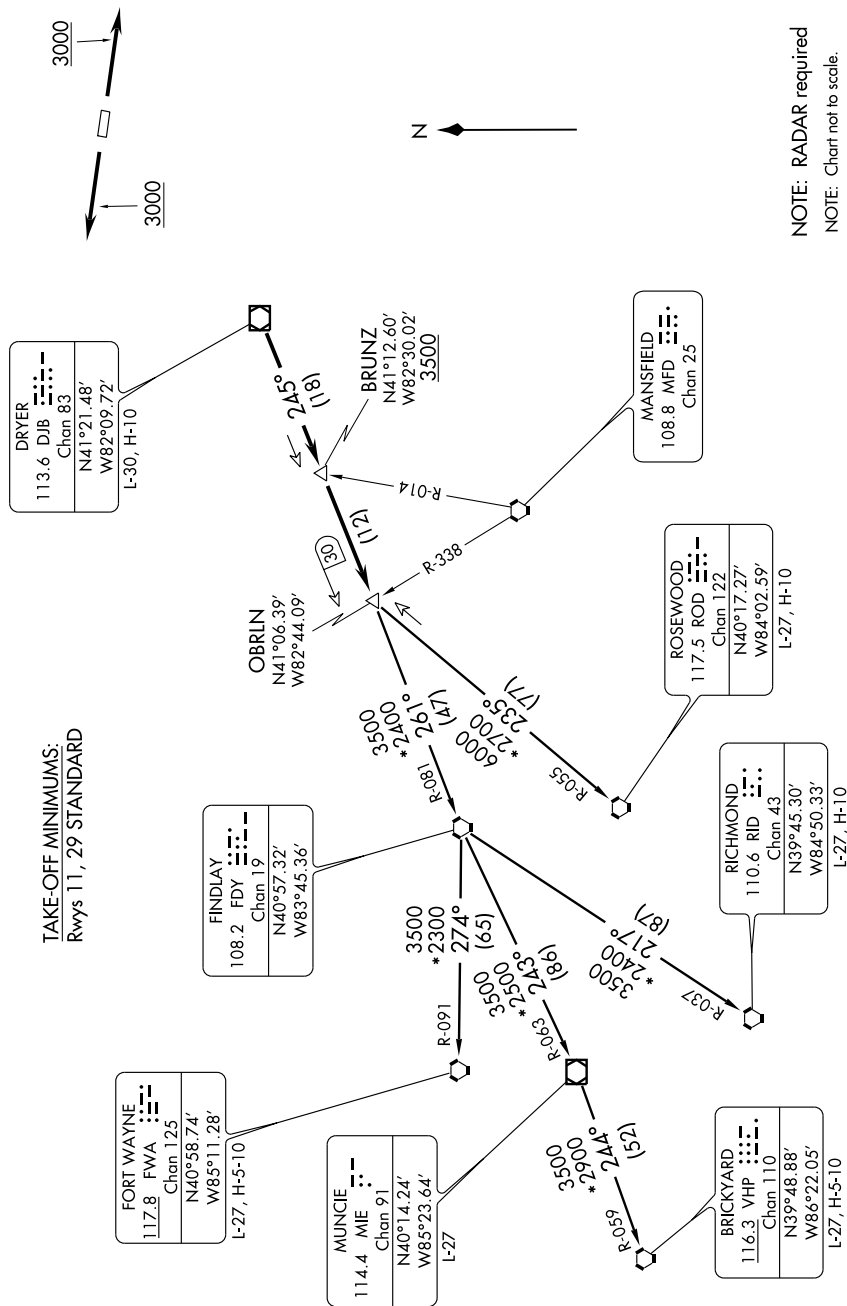
OBRLN TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 11, 29 STANDARD

CLEVELAND DEP CON
125.35 346.325



NOTE: RADAR required
NOTE: Chart not to scale.

OBRLN TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.

Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.

Multiple Buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.

Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.

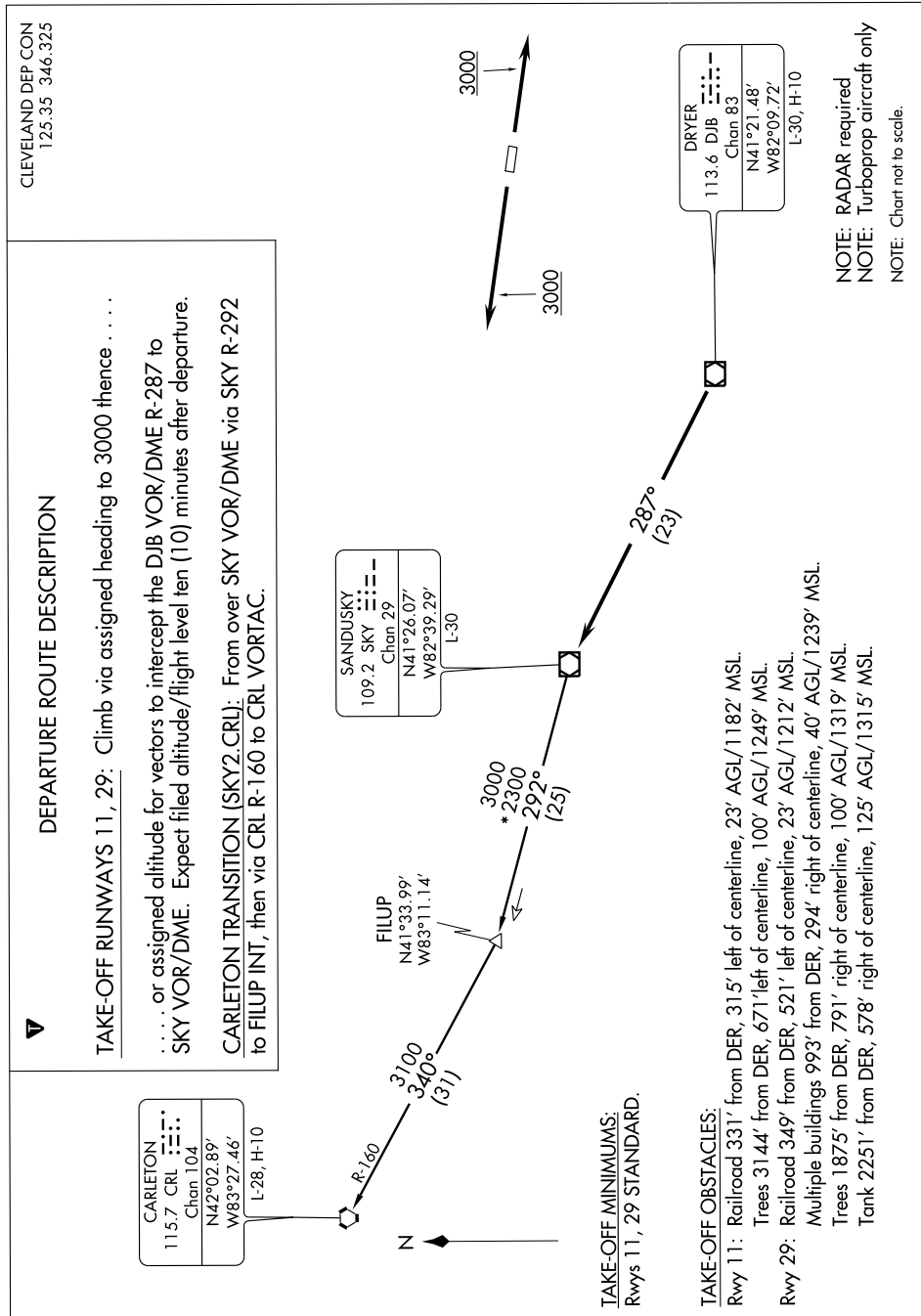
Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010



SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME CXR 112.7 Chan 74	APP CRS 137°	Rwy Idg TDZE Apt Elev 1175	N/A N/A 1175
---	------------------------	---	---

VOR or GPS-A

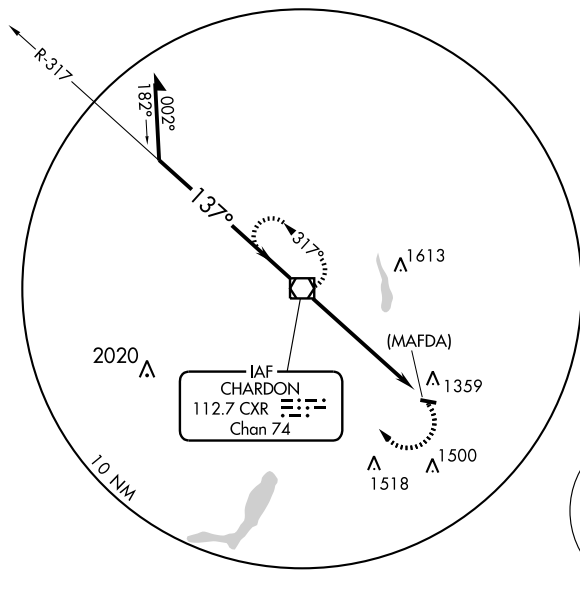
MIDDLEFIELD/ GEAUGA COUNTY (7G8)

▼ Use Youngstown-Warren Rgnl altimeter setting.
▲ NA

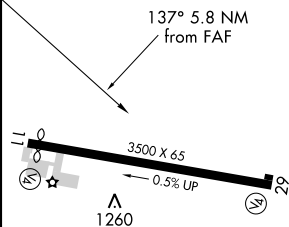
MISSED APPROACH: Climbing right turn to 3000
direct CXR VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) 0



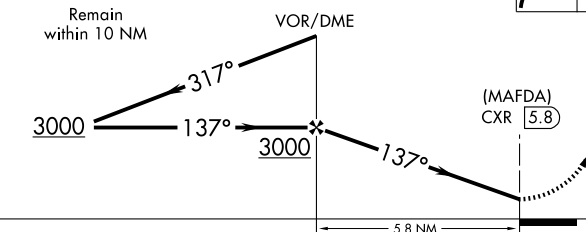
ELEV **1175** Rwy 11 Idg 3320'



REIL Rws 11 and 29 0
HIRL Rwy 11-29 0

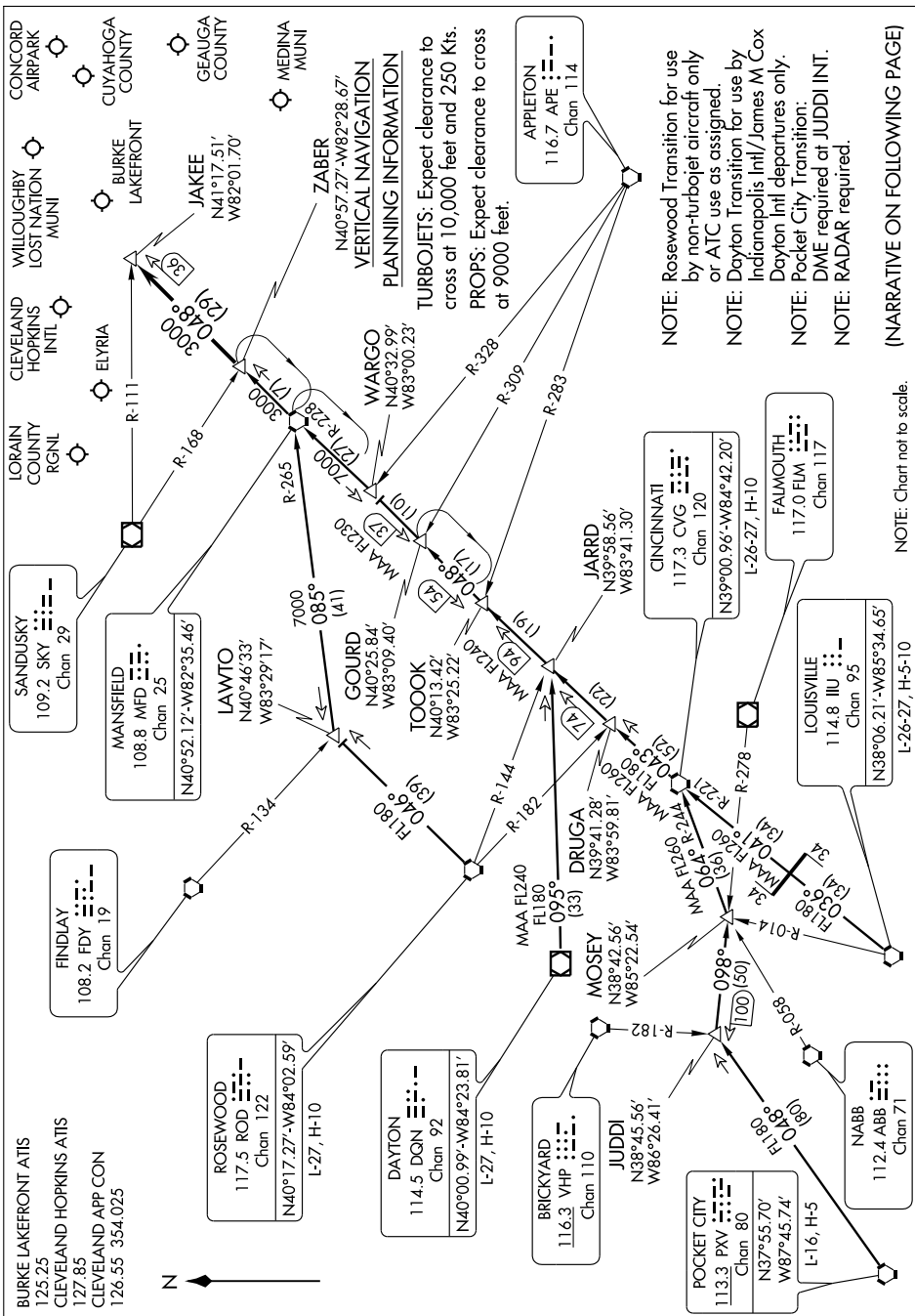
FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
CIRCLING	1800-1	627 (700-1)	1800-1 3/4 627 (700-1 3/4)	NA

VOR or GPS-A



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

MIDDLEFIELD**GEAUGA CO** (7G8) 1 SE UTC−5(−4DT) N41°26.98' W81°03.78'**DETROIT**1174 B **FUEL** 100LL TPA—2199(1025) NOTAM FILE CLE**L-306****RWY 11-29:** H3500X65 (ASPH) S−18.5 HIRL 0.5% up W.**IAP****RWY 11:** REIL. TRCV (TRIR). Thld dspcd 180'. Tank.**RWY 29:** REIL. TRCV (TRIL). Trees.**AIRPORT REMARKS:** Unattended. Use care when taxiing on ramp, loose gravel and rough areas. **ACTIVATE HIRL** Rwy 11-29 and REIL Rwy 11 and Rwy 29—CTAF. Rwy 11 and Rwy 29 TRCV OTS indef. Ultralight ops conduct a close-in 500' AGL rgt hand pattern during dalgt hrs. Parallel twy clsd permanently, E of T-hangars.**COMMUNICATIONS:** CTAF/UNICOM 123.0**CHARDON RCO** 122.1R 112.7T (CLEVELAND RADIO)**Ⓡ CLEVELAND APP/DEP CON** 125.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.**CHARDON (H) VOR/DME** 112.7 CXR Chan 74 N41°31.02' W81°09.79' 137° 6.1 NM to fld. 1310/5W.**COMM/NAV/WEATHER REMARKS:** For IFR clearance ctc Cleveland apch control at 216-898-2040.

MIDDLETOWN RGNL/HOOK FLD (MWO) 2 N UTC−5(−4DT) N39°31.91' W84°23.79'**CINCINNATI**650 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DAY**H-106, L-27E****RWY 05-23:** H6100X100 (ASPH) S-66, D-78, 2S-99, 2D-140 MIRL**IAP****RWY 05:** REIL. PAPI(P4L). Trees.**RWY 23:** REIL. PAPI(P4L). Thld dspcd 299'. Tree. Rgt tfc.**RWY 08-26:** 3040X297 (TURF)**RWY 08:** Thld dspcd 951'. Trees.**RWY 26:** Trees. Rgt tfc.**AIRPORT REMARKS:** Attended 1300-2200Z±. **CAUTION:** Ultralights enter/exit pattern at Rwy 08 to N lower than regular tfc pattern. Ultralights do not fly S of Rwy 26. Rwy 08-26 marked with white and black cones. **ACTIVATE MIRL** Rwy 05-23—CTAF.**WEATHER DATA SOURCES:** AWOS-3 120.025 (513) 422-3505.**COMMUNICATIONS:** CTAF/UNICOM 123.0**Ⓡ DAYTON APP CON** 126.5 (091°-180°) 118.85 127.225**Ⓡ DAYTON DEP CON** 126.5 (091°-180°)**DAYTON CLNC DEL** 119.4 (937) 454-7282**RADIO AIDS TO NAVIGATION:** NOTAM FILE FFO.**RICHMOND (L) VORTAC** 110.6 RID Chan 43 N39°45.30' W84°50.33' 126° 24.5 NM to fld. 1135/3W.**HOOK FLD NDB (MHW)** 239 HKF N39°29.93' W84°26.85' 054° 3.1 NM to fld. NOTAM FILE DAY. NDB OTS indef.**ONIDA NDB (LOM)** 223 MW N39°34.70' W84°19.41' 235° 4.4 NM to fld. Unmonitored.**ILS 111.1** I-MWO Rwy 23 LOM ONIDA NDB. LOC only.

MIDWEST N39°25.78' W83°48.07' NOTAM FILE ILN.**CINCINNATI****(T) VORW/DME** 112.9 MXQ Chan 76 at Airborne Airpark. 1050/4W.**H-106, L-27E**

Unmonitored when twr clsd.

VOR unusable 051°-224°, 170°-275°.

MILLER (See ALLIANCE)

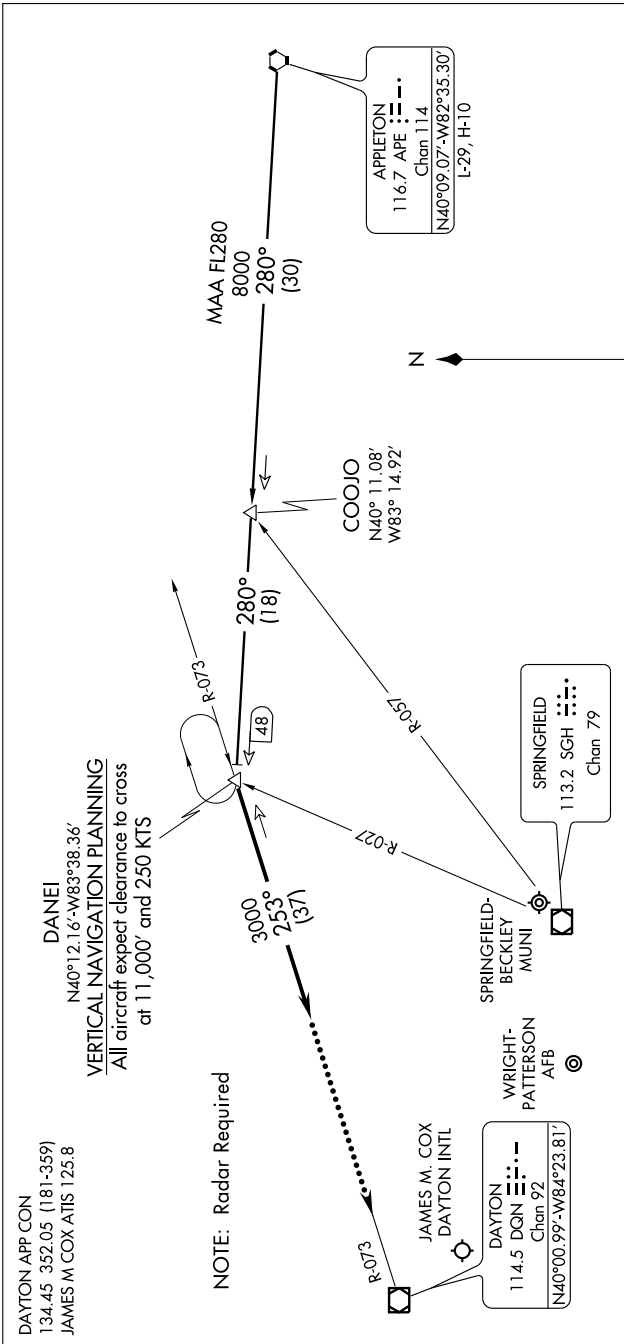
MILLER FARM LANDING STRIP (See BALTIMORE)

DANEI TWO ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

In the event of lost communications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

EC-2, 26 AUG 2010 to 23 SEP 2010

DANEI TWO ARRIVAL

DAYTON, OHIO

LOC I-MWO	APP CRS	Rwy Idg	5801
<u>111.1</u>	233°	TDZE	651
		Apt Elev	651

LOC RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

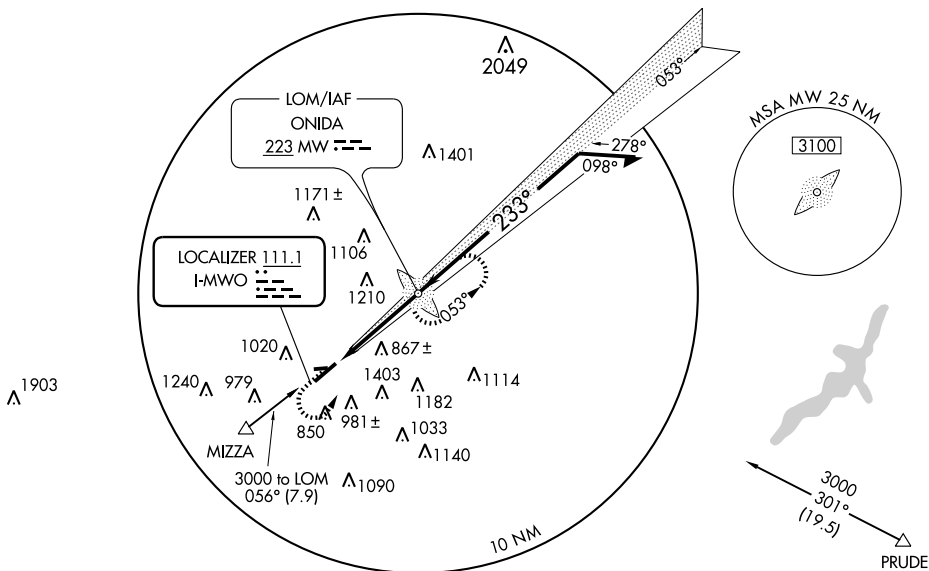


MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3
120.025

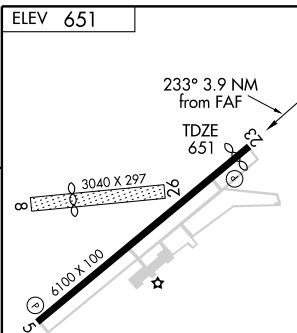
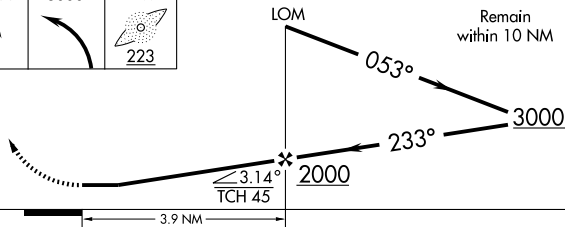
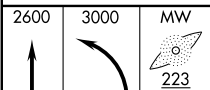
DAYTON APP CON
118.85 127.225 327.1

CLNC DEL
119.4

UNICOM
123.0 (CTAF) **L**

EC-2, 26 AUG 2010 to 23 SEP 2010

ADF REQUIRED



Λ 855

MIRL Rwy 5-23
REIL Rwy 5 and 23 **L**

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

MIDDLETOWN, OHIO

Amdt 7F 09295

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

LOC RWY 23

39°32'N - 84°24'W

EC-2, 26 AUG 2010 to 23 SEP 2010

NDB HKF 239	APP CRS 056°	Rwy Idg TDZE Apt Elev	N/A N/A 651
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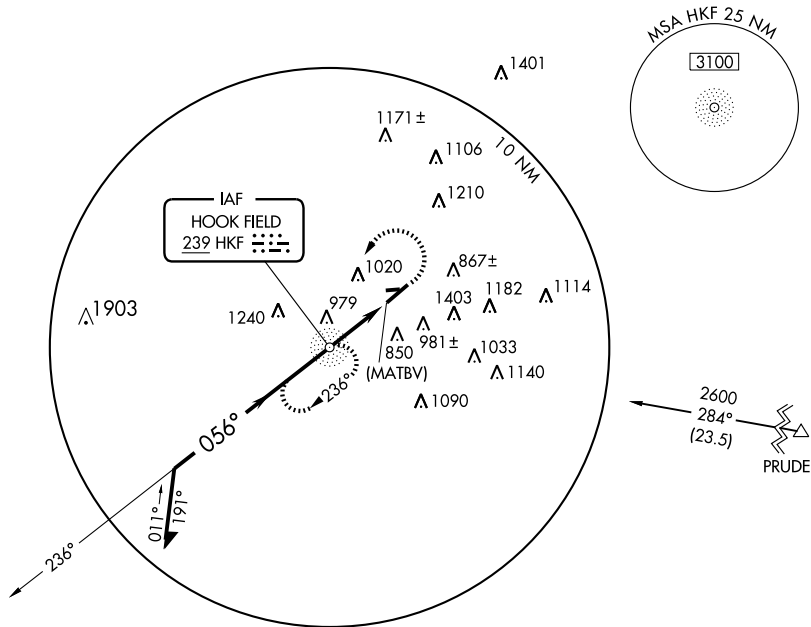
NDB or GPS-A

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

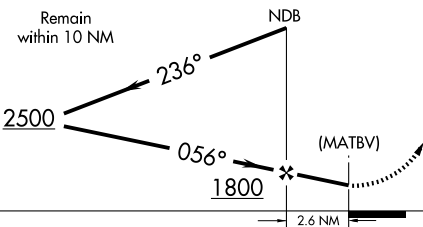




MISSED APPROACH: Climbing left turn to 2500 direct HKF NDB and hold.

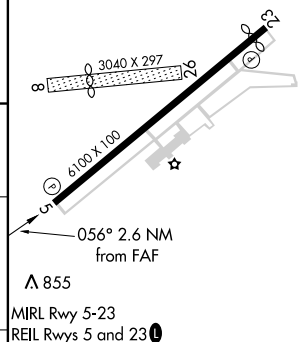
AWOS-3 120.025	DAYTON APP CON 118.85 127.225 327.1	CLNC DEL 119.4	UNICOM 123.0 (CTAF) ①
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EC-2. 26 AUG 2010 to 23 SEP 2010



2500	HKF
	
	<u>239</u>



CATEGORY	A	B	C	D	FAF to MAP 2.6 NM					
CIRCLING	1320-1	669 (700-1)	1320-1 $\frac{3}{4}$ 669 (700-1 $\frac{3}{4}$)	1720-3 1069 (1100-3)	Knots	60	90	120	150	180
					Min:Sec	2:36	1:44	1:18	1:02	0:52

LOM MW	APP CRS	Rwy Idg	5801
<u>223</u>	234°	TDZE	651
		Apt Elev	651

NDB or GPS RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)



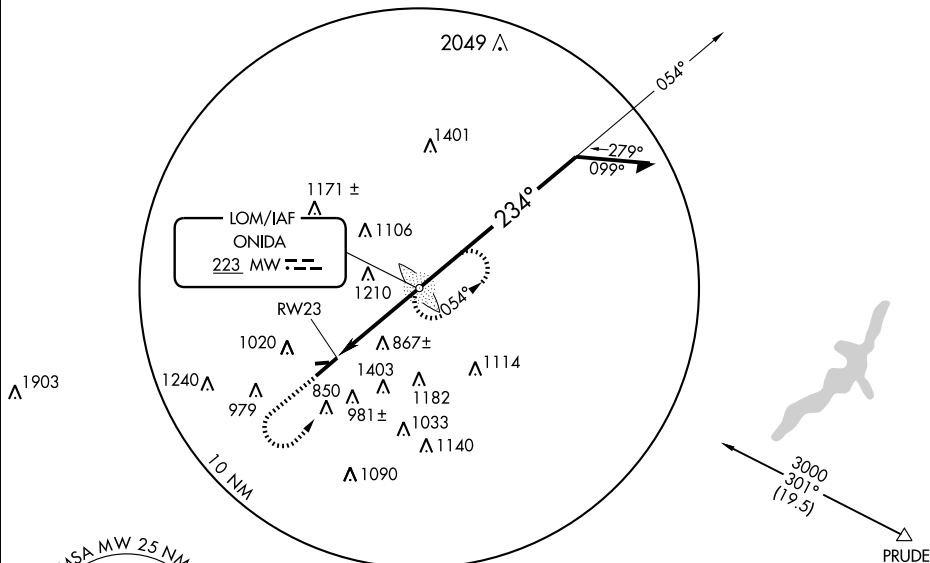
MISSED APPROACH: Climb to 2600 via 234° bearing from MW LOM, then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3
120.025

DAYTON APP CON
118.85 127.225 327.1

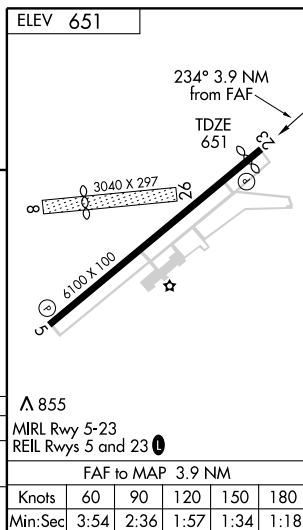
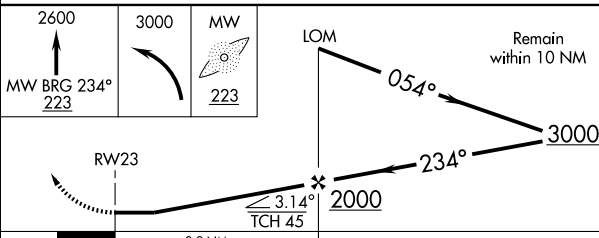
CLNC DEL
119.4

UNICOM
123.0 (CTAF) **L**



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



MIDDLETOWN, OHIO

Amdt 8D 09295

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

NDB or GPS RWY 23

39°32'N - 84°24'W

MILLERSBURG**HOLMES CO**

(10G) 2 SW UTC-5(-4DT) N40°32.23' W81°57.26'

1218 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE CLE

RWY 09-27: H3498X65 (ASPH) S-14, D-25 MIRL 1.0% up W.

RWY 09: REIL. Pole.

RWY 27: REIL. VASI(V2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z†, Sat

1300-2300Z†, Sun 1730-2300Z†. Deer on and invof arpt.

ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27—123.4.

WEATHER DATA SOURCES: AWOS-3 128.325 (330) 674-6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

® INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

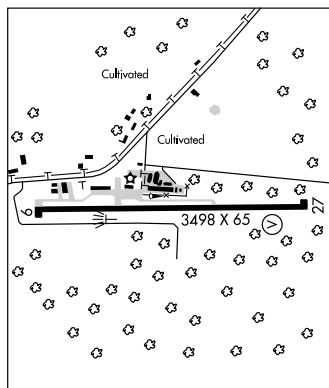
TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48'

W82°07.61' 062° 9.2 NM to fld. 1340/3W.

DETROIT

L-29B

IAP

**MILLS**

(See MANTUA)

MONROE CO

(See WOODSFIELD)

MORAIN AIR PARK

(See DAYTON)

MORGAN CO

(See McCONNELLSVILLE)

MORROW CO

(See MOUNT GILEAD)

MOUNT GILEAD**MORROW CO**

(419) 2 SW UTC-5(-4DT) N40°31.47' W82°51.00'

1085 B S4 NOTAM FILE CLE

RWY 10-28: H3497X65 (ASPH) S-3 MIRL 0.3% up E

RWY 10: Trees.

RWY 28: SAVASI(S2L)—GA 4.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10-28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

® CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00' W83°03.81' 124° 11.2 NM to fld. NOTAM FILE MNN.

DETROIT

L-29A

IAP

MOUNT VERNON**KNOX CO**

(413) 4 SW UTC-5(-4DT) N40°19.74' W82°31.57'

1191 B S4 FUEL 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE

RWY 10-28: H5500X100 (ASPH) S-55, D-100 MIRL

RWY 10: REIL. PAPI(P4L). Tree.

RWY 28: REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov-Mar Mon-Fri 1200-2300Z†, Apr-Oct Mon-Fri 1200-0000Z†, Sat 1400-2200Z†,

Sun 1500-2200Z†. For attendance other times call 24 hrs in advance 740-694-4687. Deer on and invof arpt.

ACTIVATE MIRL Rwy 10-28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS-3 126.05 (740) 397-6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

® COLUMBUS APP/DEP CON 120.2 CLNC DEL 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48' W82°07.61' 250° 19.9 NM to fld. 1340/3W.

DETROIT

H-10G, L-29A

IAP

APP CRS 273°	Rwy Idg TDZE 1216	3498
	Apt Elev 1218	

GPS RWY 27

MILLERSBURG/HOLMES COUNTY(10G)

▼ Obtain local altimeter setting on CTAF; when not received, use Akron-Canton Rgnl altimeter setting.

▲ NA

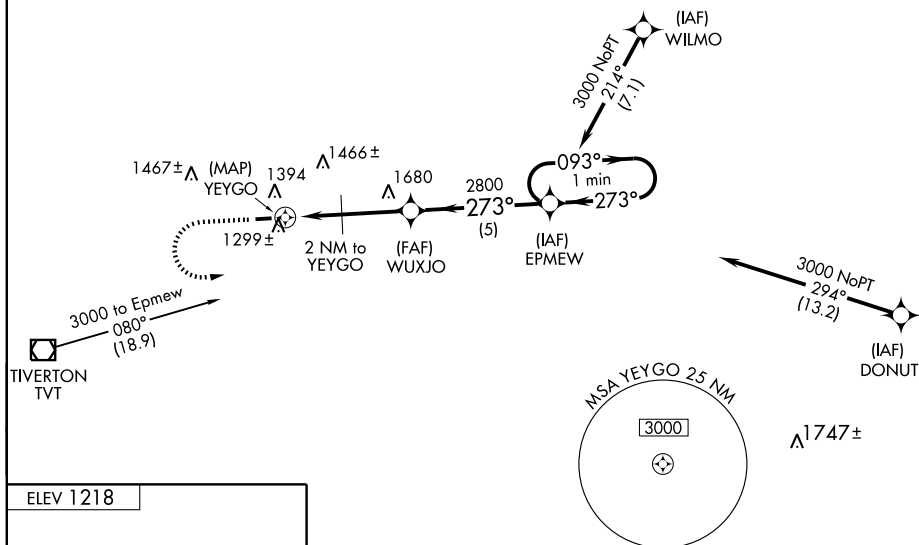
MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EPMEW WP and hold.

AWOS-3
128.325

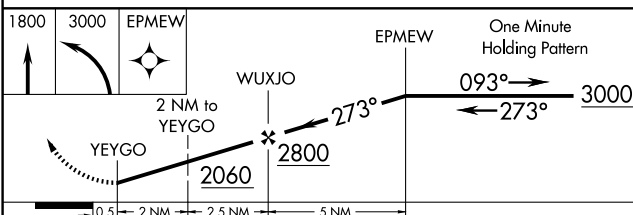
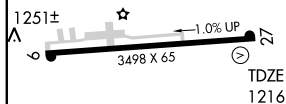
INDIANAPOLIS CENTER
124.45 370.9

UNICOM
123.0 (CTAF)

123.4 **0**



ELEV 1218



CATEGORY	A	B	C	D
S-27	1600-1 384 (400-1)			1600-1½ 384 (400-1½)
CIRCLING	1760-1	542 (600-1)	1760-1½ 542 (600-1½)	1780-2 562 (600-2)
AKRON-CANTON RGNL ALTIMETER SETTING MINIMUMS				
S-27	1680-1	464 (500-1)	1680-1½ 464 (500-1½)	1680-1½ 464 (500-1½)
CIRCLING	1820-1	602 (700-1)	1820-1¾ 602 (700-1¾)	1820-2 602 (700-2)

MILLERSBURG**HOLMES CO**

(10G) 2 SW UTC-5(-4DT) N40°32.23' W81°57.26'

1218 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE CLE

RWY 09-27: H3498X65 (ASPH) S-14, D-25 MIRL 1.0% up W.

RWY 09: REIL. Pole.

RWY 27: REIL. VASI(V2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z†, Sat

1300-2300Z†, Sun 1730-2300Z†. Deer on and invof arpt.

ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27—123.4.

WEATHER DATA SOURCES: AWOS-3 128.325 (330) 674-6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

® INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

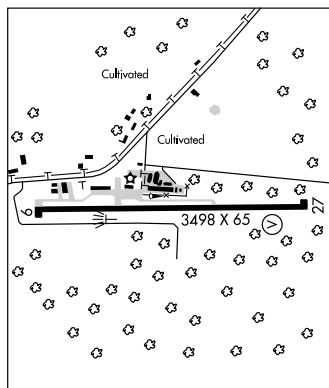
TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48'

W82°07.61' 062° 9.2 NM to fld. 1340/3W.

DETROIT

L-29B

IAP

**MILLS**

(See MANTUA)

MONROE CO

(See WOODSFIELD)

MORAIN AIR PARK

(See DAYTON)

MORGAN CO

(See McCONNELLSVILLE)

MORROW CO

(See MOUNT GILEAD)

MOUNT GILEAD**MORROW CO**

(419) 2 SW UTC-5(-4DT) N40°31.47' W82°51.00'

1085 B S4 NOTAM FILE CLE

RWY 10-28: H3497X65 (ASPH) S-3 MIRL 0.3% up E

RWY 10: Trees.

RWY 28: SAVASI(S2L)—GA 4.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10-28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

® CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00' W83°03.81' 124° 11.2 NM to fld. NOTAM FILE MNN.

DETROIT

L-29A

IAP

MOUNT VERNON**KNOX CO**

(413) 4 SW UTC-5(-4DT) N40°19.74' W82°31.57'

1191 B S4 FUEL 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE

RWY 10-28: H5500X100 (ASPH) S-55, D-100 MIRL

RWY 10: REIL. PAPI(P4L). Tree.

RWY 28: REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov-Mar Mon-Fri 1200-2300Z†, Apr-Oct Mon-Fri 1200-0000Z†, Sat 1400-2200Z†,

Sun 1500-2200Z†. For attendance other times call 24 hrs in advance 740-694-4687. Deer on and invof arpt.

ACTIVATE MIRL Rwy 10-28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS-3 126.05 (740) 397-6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

® COLUMBUS APP/DEP CON 120.2 CLNC DEL 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48' W82°07.61' 250° 19.9 NM to fld. 1340/3W.

DETROIT

H-10G, L-29A

IAP

VOR BUD 109.8	APP CRS 304°	Rwy Idg TDZE Apt Elev	N/A N/A 1085
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VOR or GPS-A

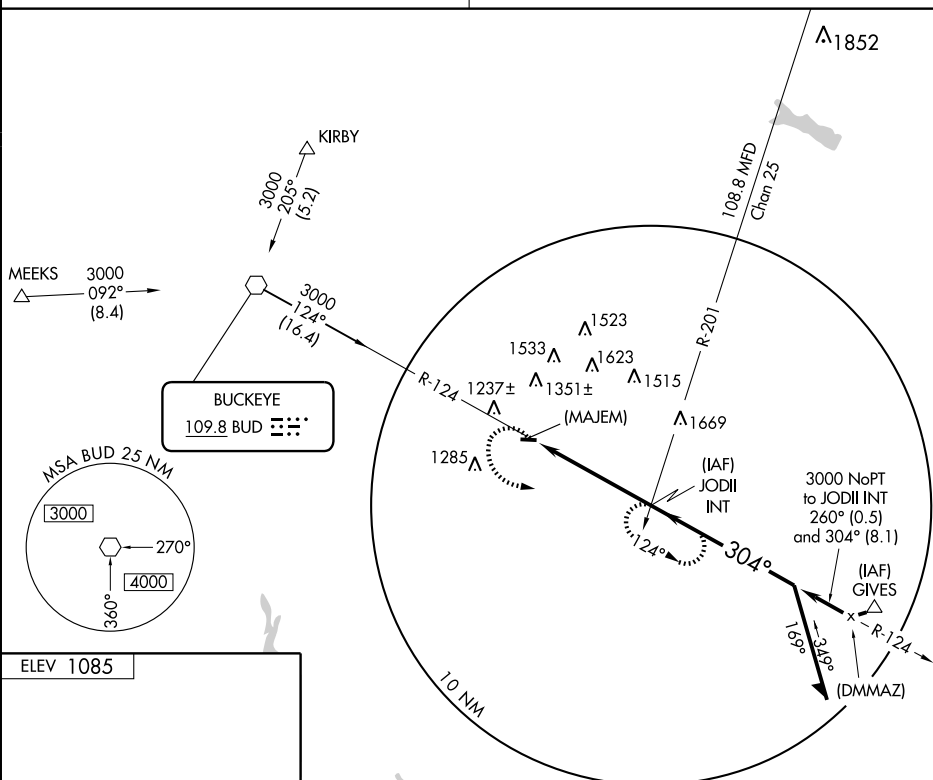
MOUNT GILEAD/MORROW COUNTY (4I9)

▼ Use Mansfield altimeter setting; when not available, use
▲ NA Columbus altimeter setting.

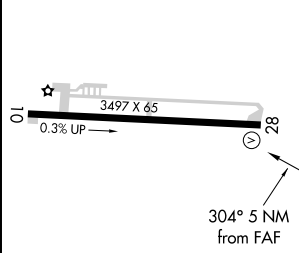
MISSED APPROACH: Climbing left turn to 3000 via BUD R-124
to JODII Int and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) 0



ELEV 1085



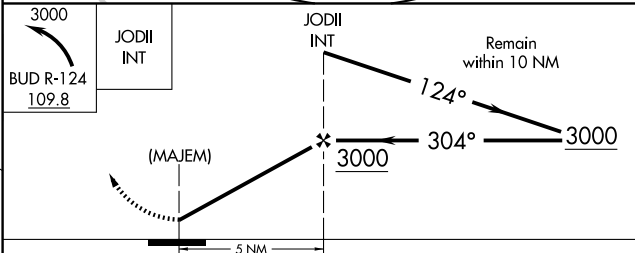
MIRL Rwy 10-28 0

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MOUNT GILEAD, OHIO

Amdt 3 09295



CATEGORY	A	B	C	D
CIRCLING	1700-1 615 (700-1)	1720-1 635 (700-1)	1720-1¾ 635 (700-1¾)	NA
COLUMBUS ALTIMETER SETTING MINIMUMS				
CIRCLING	1740-1 655 (700-1)	1760-1 675 (700-1)	1760-2 675 (700-2)	NA

MOUNT GILEAD/MORROW COUNTY (4I9)

40°31'N - 82°51'W

VOR or GPS-A

MILLERSBURG**HOLMES CO**

(10G) 2 SW UTC-5(-4DT) N40°32.23' W81°57.26'

1218 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE CLE

RWY 09-27: H3498X65 (ASPH) S-14, D-25 MIRL 1.0% up W.

RWY 09: REIL. Pole.

RWY 27: REIL. VASI(V2L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z†, Sat

1300-2300Z†, Sun 1730-2300Z†. Deer on and invof arpt.

ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27—123.4.

WEATHER DATA SOURCES: AWOS-3 128.325 (330) 674-6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

® INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

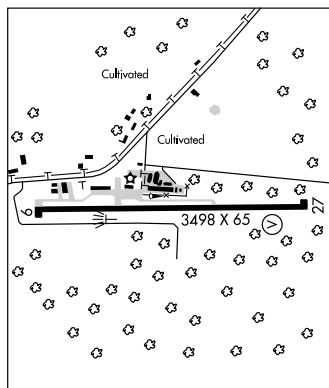
TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48'

W82°07.61' 062° 9.2 NM to fld. 1340/3W.

DETROIT

L-29B

IAP

**MILLS**

(See MANTUA)

MONROE CO

(See WOODSFIELD)

MORAIN AIR PARK

(See DAYTON)

MORGAN CO

(See McCONNELLSVILLE)

MORROW CO

(See MOUNT GILEAD)

MOUNT GILEAD**MORROW CO**

(419) 2 SW UTC-5(-4DT) N40°31.47' W82°51.00'

1085 B S4 NOTAM FILE CLE

RWY 10-28: H3497X65 (ASPH) S-3 MIRL 0.3% up E

RWY 10: Trees.

RWY 28: SAVASI(S2L)—GA 4.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10-28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

® CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00' W83°03.81' 124° 11.2 NM to fld. NOTAM FILE MNN.

DETROIT

L-29A

IAP

MOUNT VERNON**KNOX CO**

(413) 4 SW UTC-5(-4DT) N40°19.74' W82°31.57'

1191 B S4 FUEL 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE

RWY 10-28: H5500X100 (ASPH) S-55, D-100 MIRL

RWY 10: REIL. PAPI(P4L). Tree.

RWY 28: REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov-Mar Mon-Fri 1200-2300Z†, Apr-Oct Mon-Fri 1200-0000Z†, Sat 1400-2200Z†,

Sun 1500-2200Z†. For attendance other times call 24 hrs in advance 740-694-4687. Deer on and invof arpt.

ACTIVATE MIRL Rwy 10-28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS-3 126.05 (740) 397-6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

® COLUMBUS APP/DEP CON 120.2 CLNC DEL 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48' W82°07.61' 250° 19.9 NM to fld. 1340/3W.

DETROIT

H-10G, L-29A

IAP

APP CRS	Rwy Idg	5500
104°	TDZE	1188
	Apt Elev	1191

RNAV (GPS) RWY 10

MOUNT VERNON / KNOX COUNTY (4I3)

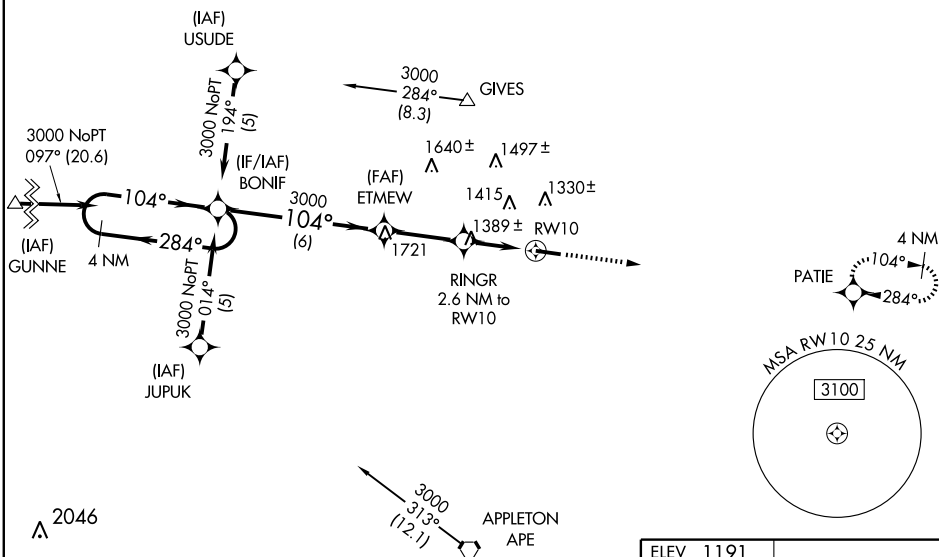
- T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ½ mile.
- A** VDP NA with Newark altimeter setting.
- Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2800 direct
PATIE and hold.

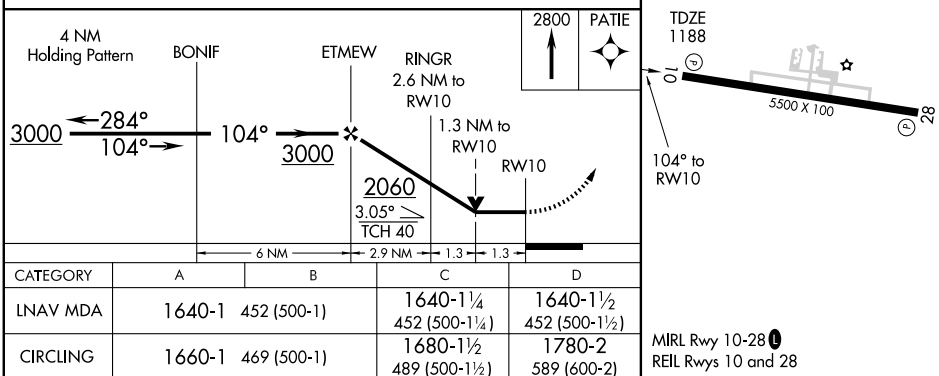
AWOS-3
126.05

COLUMBUS APP CON
120.2 317.775

CLNC DEL
119.45

UNICOM
123.05 (CTAF) **L**

Procedure NA for arrivals on APE VORTAC
airway radials 271 CW 006.



MOUNT VERNON, OHIO
Orig 09351

MOUNT VERNON / KNOX COUNTY (4I3)

RNAV (GPS) RWY 10

40°20'N - 82°31'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5500
284°	TDZE	1185
	Apt Elev	1191

RNAV (GPS) RWY 28

MOUNT VERNON / KNOX COUNTY (4I3)

T When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility $\frac{1}{4}$ mile.

A VDP NA with Newark altimeter setting.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

AWOS-3
126.05

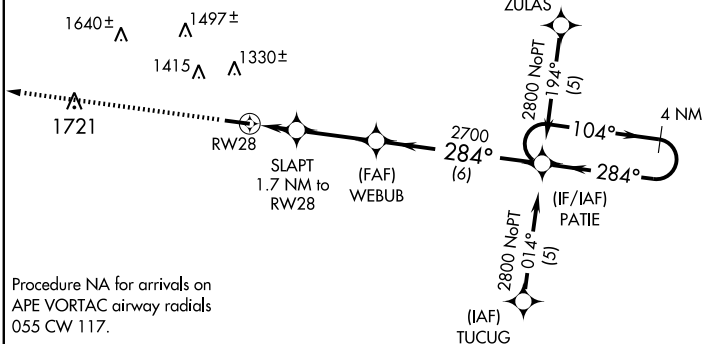
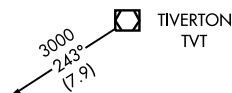
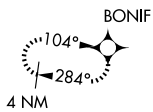
COLUMBUS APP CON
120.2 317.775

CLNC DEL
119.45

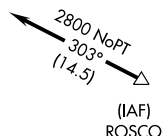
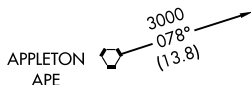
UNICOM
123.05 (CTAF) **L**

MISSED APCH FIX

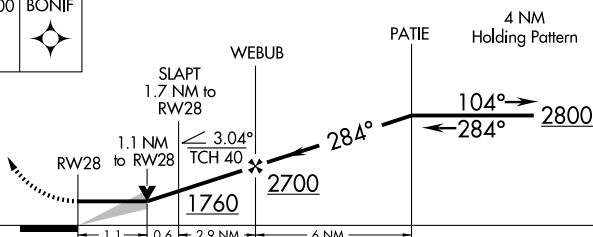
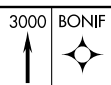
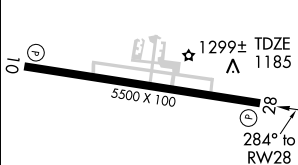
Procedure NA for arrivals at TVT VOR/DME via V210 Eastbound.



Procedure NA for arrivals on
APE VORTAC airway radials
055 CW 117.



ELEV 1191



	1.1	0.6	2.9 NM	6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1560-1 375 (400-1)			1560-1¼ 375 (400-1¼)	
CIRCLING	1660-1 469 (500-1)	1680-1½ 489 (500-1½)		1780-2 589 (600-2)	

MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28

MOUNT VERNON, OHIO
Orig 09351

MOUNT VERNON / KNOX COUNTY (4I3)

RNAV (GPS) RWY 28

40°20'N - 82°31'W

EC-2. 26 AUG 2010 to 23 SEP 2010

VORTAC APE 116.7 Chan 114	APP CRS 022°	Rwy Idg TDZE Apt Elev	N/A N/A 1192
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VOR or GPS-A

MOUNT VERNON / KNOX COUNTY (4I3)



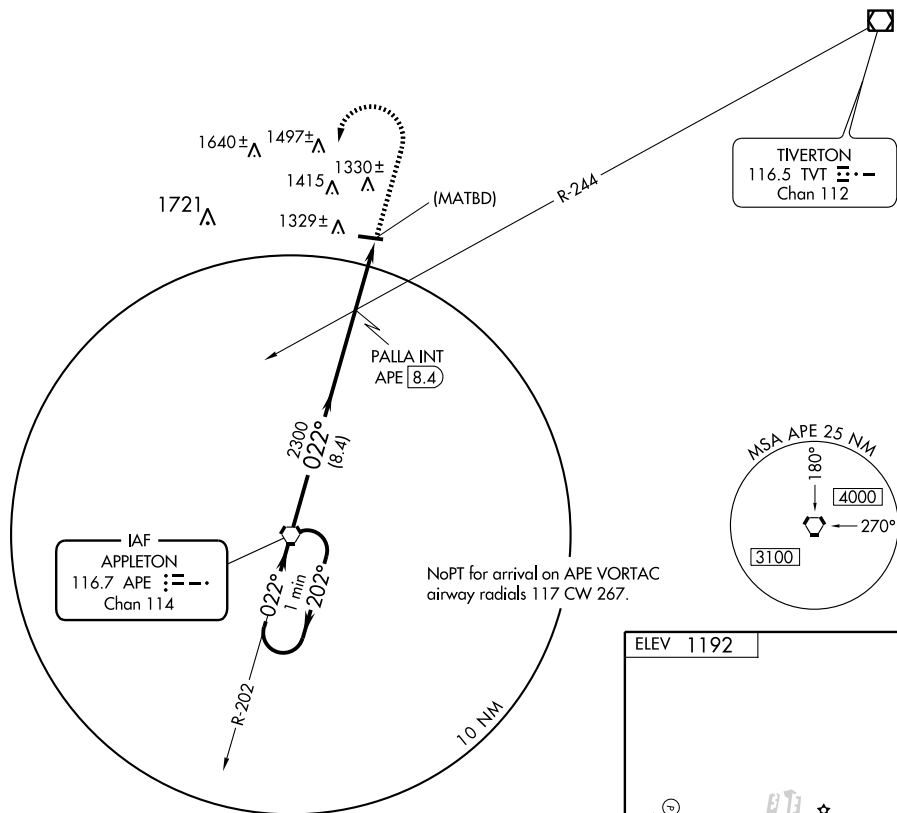
MISSED APPROACH: Climb to 3000 then
left turn direct APE VORTAC and hold.

AWOS-3
126.05

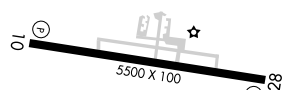
COLUMBUS APP CON
120.2 317.775

CLNC DEL
119.45

UNICOM
123.05 (CTAF) **0**



ELEV 1192



022° 2.7 NM
from FAF

MIRL Rwy 10-28 **0**
REIL Rws 10 and 28

One Minute
Holding Pattern

VORTAC

3000 ← 202°
022° →

PALLA INT
APE **8.4**

3000
↑

APE
116.7

2300

(MATBD)
APE **11.1**

8.4 NM 2.7 NM

CATEGORY	A	B	C	D	FAF to MAP 2.7 NM					
CIRCLING	1660-1	468 (500-1)	1660-1½ 468 (500-1½)	1760-2 568 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:42	1:48	1:21	1:05	0:54

WYNKOOP (6G4) 2 S UTC-5(-4DT) N40°21.90' W82°29.74'

DETROIT

1041 B S2 **FUEL** 100LL NOTAM FILE CLE

RWY 06-24: 3355X90 (TURF) LIRL (NSTD)

RWY 06: Thld dsplcd 43'. Trees.

RWY 24: Thld dsplcd 400'. Road.

RWY 09-27: 2600X65 (TURF-DIRT)

RWY 09: Brush.

RWY 27: Road.

AIRPORT REMARKS: Attended Apr-Sep Mon-Sat 1300-2300Z†, Oct-Mar Mon-Sat 1300-2100Z†. Deer on and invof arpt. For rotating bcn call 740-392-9125. Rwy 06-24 NSTD LIRL; one green thld lgt each side of thld; dsplcd thlds not lgtg; 2617' of rwy lgtg. NSTD LIRL ops dusk-dawn Apr-Oct. Rwy 06-24 edges and dsplcd thlds marked with white lgt fixtures with small white cones attached.

COMMUNICATIONS: CTAF 122.9

MOUNT VICTORY

ELLIOTTS LANDING (074) 1 SE UTC-5(-4DT) N40°31.48' W83°30.70'

DETROIT

1045 NOTAM FILE DAY

RWY 15-33: 2750X110 (TURF)

RWY 15: Trees.

RWY 33: P-line.

AIRPORT REMARKS: Unattended. Rwy 15-33 marked with tires on each end.

COMMUNICATIONS: CTAF 122.9.

NAPOLEON

HENRY CO (7W5) 3 E UTC-5(-4DT) N41°22.46' W84°04.11'

DETROIT

683 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE

L-28J

RWY 10-28: H3956X65 (ASPH) MIRL

IAP

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended Apr-Sep 1300Z†-dusk, Oct-Mar, Mon-Sat 1300-2230Z†. Rwy 28 REIL OTS indef.

ACTIVATE MIRL Rwy 10-28; REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 259° 19.9 NM to fld. 660/2W.

NEIL ARMSTRONG (See WAPAKONETA)

NEWARK N40°01.56' W82°27.81' NOTAM FILE DAY.

DETROIT

NDB (MHW) 524 HEH at Newark-Heath.

L-29A

NEWARK-HEATH (VTA) 3 SW UTC-5(-4DT) N40°01.48' W82°27.71'

DETROIT

884 B S4 **FUEL** 100LL, JET A1+ OX 1, 2 TPA—1900(1016) NOTAM FILE VTA

L-29A

RWY 09-27: H4649X75 (ASPH) S-30 LIRL 0.3% up W

IAP

RWY 09: REIL. PAPI(P4L)—GA 3.25° TCH 27'. Thld dsplcd 455'. Road.

RWY 27: REIL. PAPI(P4R)—GA 3.25° TCH 20'. Fence.

AIRPORT REMARKS: Attended Apr-Oct 1230-0030Z†, Nov-Mar 1230†-dark. Fuel avbl 1230Z†-dark. Deer occasionally on or near rwy. Rwy 09 and 27 REILS OTS indef. MIRL Rwy 09-27 and REIL Rwy 09 and 27 operates low intensity continuously to increase intensity—123.3.

WEATHER DATA SOURCES: ASOS 121.125 (740) 522-1066.

COMMUNICATIONS: CTAF/UNICOM 122.7

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 CLNC DEL 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 148° 9.6 NM to fld. 1350/6W.

HIWAS.

NDB (MHW) 524 HEH N40°01.56' W82°27.81' at fld.

ILS 110.9 RXK Rwy 09. LOC only.

NEWCOMERSTOWN N40°13.75' W81°28.59' NOTAM FILE CLE.

DETROIT

(L) **VOR/DME** 111.8 CTW Chan 55 017° 14.7 NM to Harry Clever Fld. 1180/7W. **HIWAS.**

H-10G, L-29B

Unusable 015°-030°; 090°-100° bwd 30 NM; 051°-066°; 011°-120° byd 30 NM bld 3300'.

RCD 122.1R 111.8T (CLEVELAND RADIO)

VOR/DME VWV
113.1
Chan **78**

APP CRS
258°

Rwy Idg	3956
TDZE	683
Apt Elev	683

3956
683
683

VOR or GPS RWY 28

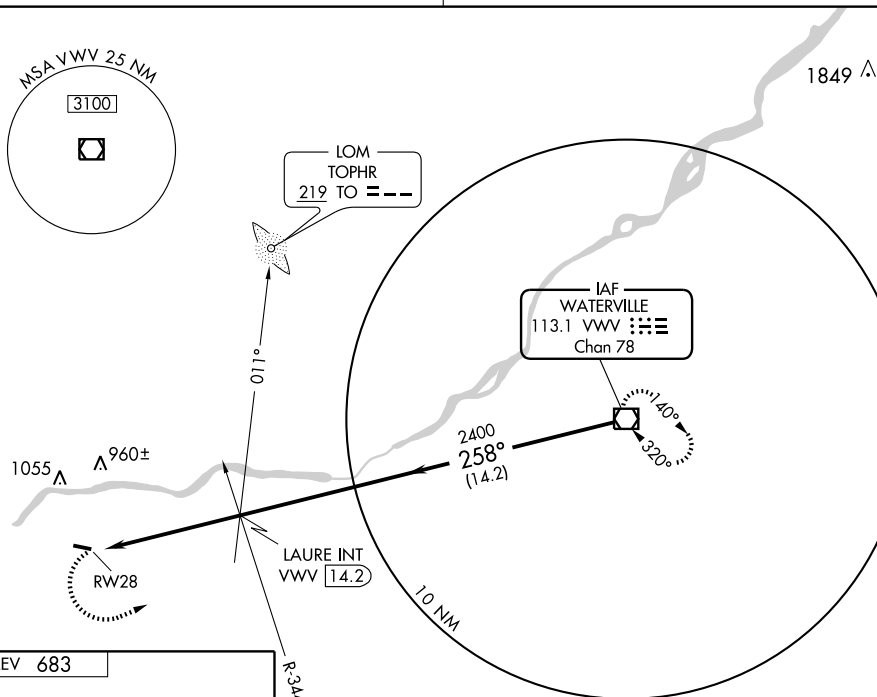
NAPOLEON / HENRY COUNTY (7W5)

ANA

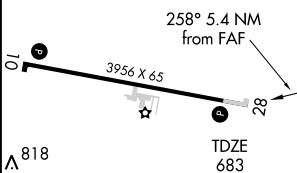
Use Toledo altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct VWV VOR/DME and hold.

TOLEDO APP CON
134.35 307.0

UNICOM
123.0 (CTAF) **L**



ELEV 683



REIL Rwy 10 and 28 **L**
MIRL Rwy 10-28 **L**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

2400	VWV
	
	113.1

LAURE INT
VWV 14.2

VOR/DME

Procedure

Turn NA

CATEGORY	A	B	C	D
S-28	1140-1 457 (500-1)		1140-1¼ 457 (500-1¼)	1140-1½ 457 (500-1½)
CIRCLING	1240-1 557 (600-1)		1240-1½ 557 (600-1½)	1420-2¼ 737 (800-2¼)

NAPOLEON, OHIO
Amdt 3A 10154

41°22'N - 84°04'W

NAPOLEON / HENRY COUNTY (7W5)
VOR or GPS RWY 28

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

NEW LEXINGTON

PERRY CO (186) 2 S UTC-5(-4DT) N39°41.50' W82°11.87'

CINCINNATI

1051 B S2 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 08-26: H3498X75 (ASPH) MIRL 0.3% up SW

IAP

RWY 08: Fence. RWY 26: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2100Z±. For fuel after hrs call 740-605-1966. For after hrs call ahead for svc 740-343-0933. Rwy 08-26 has 3" to 4" wide cracks at various locations. Rwy 26 REIL OTS indef. ACTIVATE MIRL 08-26 and REIL Rwy 26-122.8. Deer and turkey on and invof arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZW.

ZANESVILLE (L) VOR/DME 111.4 ZZW Chan 51 N39°56.45' W81°53.56' 229° 20.6 NM to fld. 900/6W.

NEW PHILADELPHIA

HARRY CLEVER FLD (PHD) 3 SE UTC-5(-4DT) N40°28.21' W81°25.20'

DETROIT

894 B S4 FUEL 100LL, JET A+ NOTAM FILE PHD

L-29B

RWY 14-32: H3951X100 (ASPH) S-52.5, D-67.5, 2S-86, 2D-140 MIRL

IAP

RWY 14: REIL. PAPI(P4R)—GA 4.0° TCH 30'. Thld dsplcd 330'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 54'. Road.

RWY 11-29: 1907X70 (TURF)

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Attended Apr-Sep 1300-0100Z±, Oct-Mar 1300-2200Z±. Two 919' unlighted twrs 180' NE of Rwy 14-32. ACTIVATE MIRL Rwy 14-32-123.3.

WEATHER DATA SOURCES: ASOS 121.425 (330) 339-1125.

COMMUNICATIONS: CTAF/UNICOM 122.8

BRIGGS RCO 122.1R 112.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z±) Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44' W81°25.93' 182° 16.2 NM to fld. 1230/4W.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 017° 14.7 NM to fld.

1180/7W. HIWAS.

NEWTON FALLS

BRACEVILLE (41N) 2 N UTC-5(-4DT) N41°12.67' W80°58.16'

DETROIT

900 NOTAM FILE CLE

L-306

RWY 01-19: H3000X30 (ASPH)

RWY 01: Thld dsplcd 55'. Bldg. RWY 19: Trees.

AIRPORT REMARKS: Attended irregularly.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.48' W81°12.09' 63° 12.2 NM to fld. 1200/4W.

NOBLE CO (See CALDWELL)

NORTH BASS ISLAND (3X5) Ø NW UTC-5(-4DT) N41°43.08' W82°49.27'

DETROIT

594 NOTAM FILE CLE

RWY 08-26: 1900X150 (TURF)

RWY 01-19: H1804X60 (ASPH)

RWY 01: Tree. RWY 19: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 08-26 CLOSED indef. No touch and go landings and no student training. No ops dusk-dawn.

COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS 259°	Rwy Idg TDZE Apt Elev	3498 1047 1051
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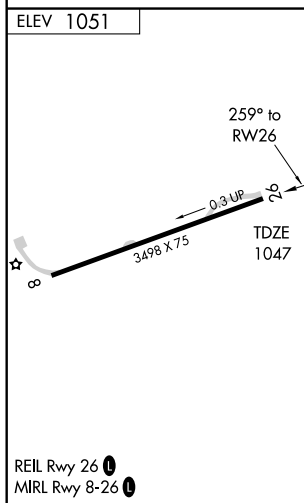
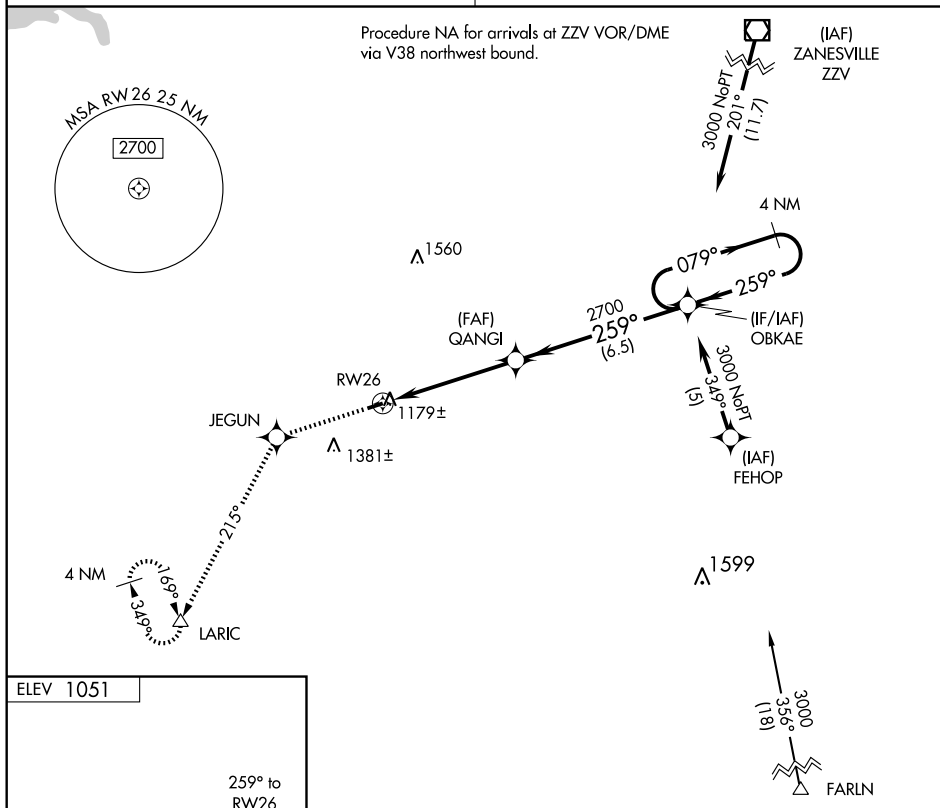
RNAV (GPS) RWY 26

NEW LEXINGTON/ PERRY COUNTY (I86)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A NA Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

INDIANAPOLIS CENTER
124.45 370.9

UNICOM
122.8 (CTAF) **L**

3000	JEGUN	215° tr	LARIC	<p>OBKAE</p> <p>QANGI</p> <p>2700</p> <p>259°</p> <p>079°</p> <p>259°</p> <p>3000</p> <p>RW26</p> <p>5 NM</p> <p>6.5 NM</p> <p>3.04°</p> <p>TCH 40</p> <p>4 NM Holding Pattern</p>			
CATEGORY	A		B		C	D	
LNAV MDA	1620 - 1		573 (600-1)		1620 - 1½ 573 (600-1½)	NA	
CIRCLING	1620 - 1		569 (600-1)		1620 - 1½ 569 (600-1½)	NA	

VOR/DME ZZV 111.4 Chan 51	APP CRS 229°	Rwy Idg TDZE Apt Elev	3498 1047 1051
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VOR/DME RWY 26
NEW LEXINGTON/ PERRY COUNTY (I86)

T Visibility reduction by helicopters NA. Use Zanesville
A altimeter setting; when not received, use Lancaster
NA altimeter setting and increase all MDA 20 feet.


MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

INDIANAPOLIS CENTER
124.45 370.9

UNICOM
122.8 (CTAF) **L**

NoPT for arrival on ZZV VOR/DME
airway radials 298 CW 147.

Diagram illustrating a cable bend configuration. The bend is labeled with "90°" at the start and "90°" at the end. The cable is labeled "R-049".

IF/IAF
ZANESVILLE
111.4 ZZV 
Chan 51

ELEV 1051

229° 5.4 NM
from FAF

3000 ↑	ZZV R-229 111.4	LARIC △ ZZV 31
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One Minute
Holding Pattern

REIL Rwy 26 **L**
MIRL Rwy 8-26 **L**

NEW LEXINGTON/ PERRY COUNTY (I86)

Amdt 2 10154

39°41'N - 82°12'W

VOR/DME RWY 26

EC-2. 26 AUG 2010 to 23 SEP 2010

NEW LEXINGTON

PERRY CO (186) 2 S UTC-5(-4DT) N39°41.50' W82°11.87'

CINCINNATI

1051 B S2 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 08-26: H3498X75 (ASPH) MIRL 0.3% up SW

IAP

RWY 08: Fence. RWY 26: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2100Z \pm . For fuel after hrs call 740-605-1966. For after hrs call ahead for svc 740-343-0933. Rwy 08-26 has 3" to 4" wide cracks at various locations. Rwy 26 REIL OTS indef.
 ACTIVATE MIRL 08-26 and REIL Rwy 26-122.8. Deer and turkey on and invof arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZVZ.

ZANESVILLE (L) VOR/DME 111.4 ZVZ Chan 51 N39°56.45' W81°53.56' 229° 20.6 NM to fld. 900/6W.

NEW PHILADELPHIA

HARRY CLEVER FLD (PHD) 3 SE UTC-5(-4DT) N40°28.21' W81°25.20'

DETROIT

894 B S4 FUEL 100LL, JET A+ NOTAM FILE PHD

L-29B

RWY 14-32: H3951X100 (ASPH) S-52.5, D-67.5, 2S-86, 2D-140 MIRL

IAP

RWY 14: REIL. PAPI(P4R)—GA 4.0° TCH 30'. Thld dsplcd 330'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 54'. Road.

RWY 11-29: 1907X70 (TURF)

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Attended Apr-Sep 1300-0100Z \pm , Oct-Mar 1300-2200Z \pm . Two 919' unlighted twrs 180' NE of
 Rwy 14-32. ACTIVATE MIRL Rwy 14-32-123.3.

WEATHER DATA SOURCES: ASOS 121.425 (330) 339-1125.

COMMUNICATIONS: CTAF/UNICOM 122.8

BRIGGS RCO 122.1R 112.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z \pm) Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z \pm)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44' W81°25.93' 182° 16.2 NM to fld. 1230/4W.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75' W81°28.59' 017° 14.7 NM to fld.

1180/7W. HIWAS.

NEWTON FALLS

BRACEVILLE (41N) 2 N UTC-5(-4DT) N41°12.67' W80°58.16'

DETROIT

900 NOTAM FILE CLE

L-30G

RWY 01-19: H3000X30 (ASPH)

RWY 01: Thld dsplcd 55'. Bldg. RWY 19: Trees.

AIRPORT REMARKS: Attended irregularly.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.48' W81°12.09' 63° 12.2 NM to fld. 1200/4W.

NOBLE CO (See CALDWELL)

NORTH BASS ISLAND (3X5) Ø NW UTC-5(-4DT) N41°43.08' W82°49.27'

DETROIT

594 NOTAM FILE CLE

RWY 08-26: 1900X150 (TURF)

RWY 01-19: H1804X60 (ASPH)

RWY 01: Tree. RWY 19: Trees. Rgt ftc.

AIRPORT REMARKS: Unattended. Rwy 08-26 CLOSED indef. No touch and go landings and no student training. No ops
 dusk-dawn.

COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	3621
147°	TDZE	894
	Apt Elev	894

GPS RWY 14

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)



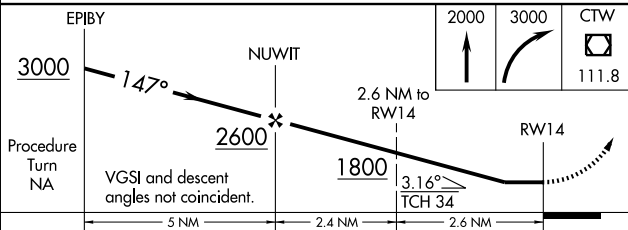
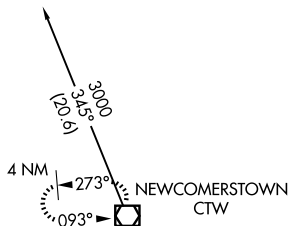
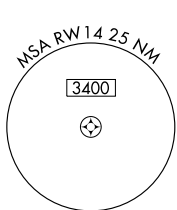
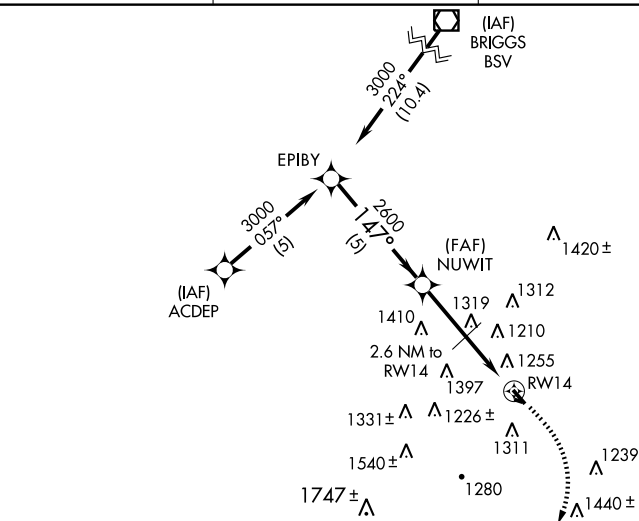
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CTW VOR/DME and hold.

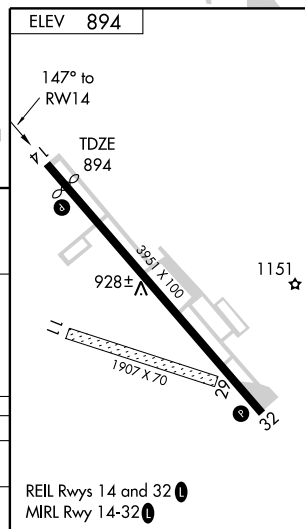
ASOS
121.425

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.8 (CTAF)

123.3 ①

CATEGORY	A	B	C	D
S-14	1560-1 666 (700-1)		1560-1 ³ / ₄ 666 (700-1 ³ / ₄)	NA
CIRCLING	1620-1 726 (800-1)		1620-2 726 (800-2)	NA



VOR/DME BSV 112.4 Chan 71	APP CRS 182°	Rwy Idg TDZE Apt Elev	N/A N/A 894
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VOR-A

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)



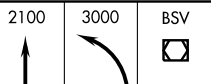
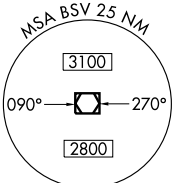
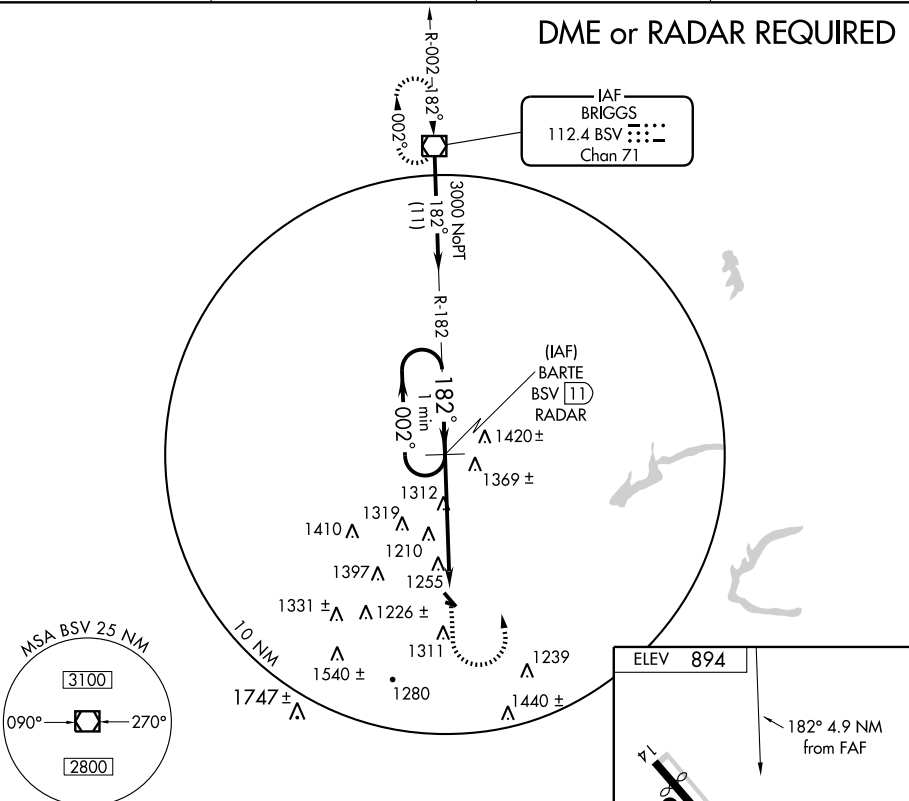
MISSED APPROACH: Climb to 2100, then climbing left turn to 3000 direct BSV VOR/DME and hold.

ASOS
121.425

AKRON-CANTON APP CON *
125.5 371.875

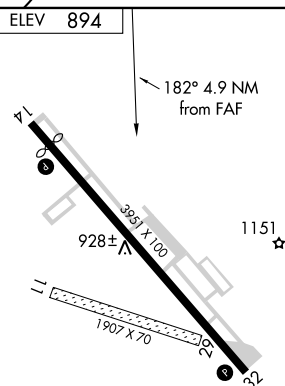
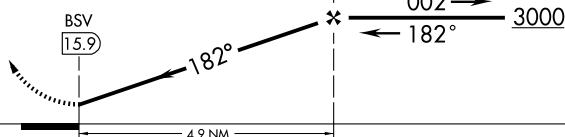
UNICOM
122.8 (CTAF)

123.3 **0**

DME or RADAR REQUIRED

BARTE
BSV **11**

One Minute
Holding Pattern



REIL Rwy 14 and 32 **0**
MIRL Rwy 14-32 **0**

CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
CIRCLING	1680-1 786 (800-1)	1680-1¼ 786 (800-1¼)	1680-2¼ 786 (800-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec	4:54	3:16	2:27	1:58	1:38

VOR/DME CTW
111.8
Chan **55**

APP CRS
017°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
895

VOR/DME or GPS-B

NEW PHILADELPHIA/HARRY CLEVER FIELD (PHD)



NA

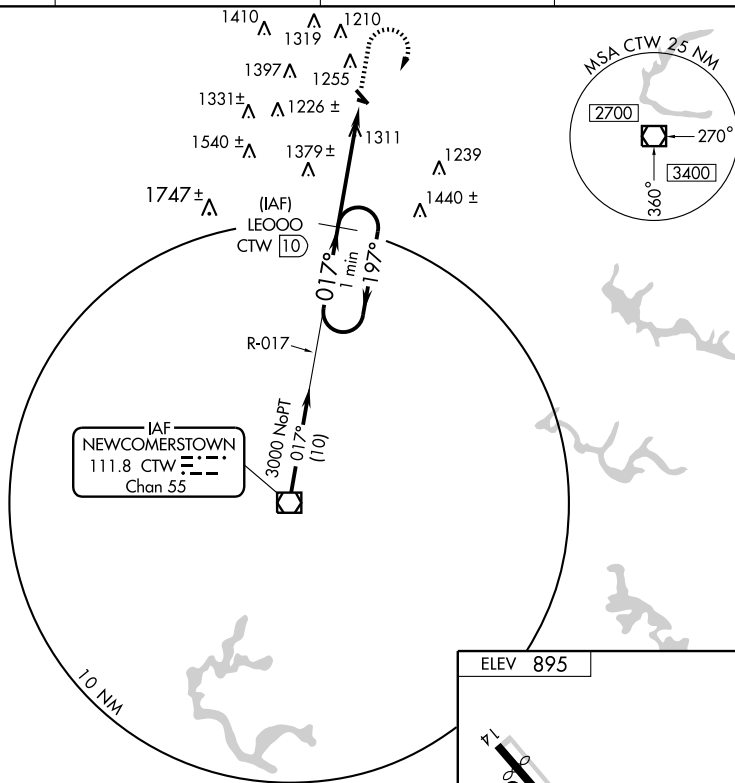
MISSED APPROACH: Climb to 3000 then right turn via CTW R-017 to LEOOO 10 DME and hold.

ASOS
121.425

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.8 (CTAF)

123.3 ①



One Minute
Holding Pattern

LEOOO
CTW 10

3000

CTW R-017
111.8

LEOOO
CTW 10

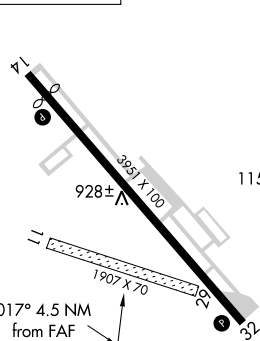
3000 ← 197°
017° →

LEOOO
CTW 10

CTW
14.5

4.5 NM

ELEV 895



REIL Rwy 14 and 32 ①
MIRL Rwy 14-32 ①

CATEGORY	A	B	C	D
CIRCLING	1740-1 845 (900-1)	1740-1¼ 845 (900-1¼)	1740-2½ 845 (900-2½)	NA

WYNKOOP (6G4) 2 S UTC-5(-4DT) N40°21.90' W82°29.74'

DETROIT

1041 B S2 **FUEL** 100LL NOTAM FILE CLE

RWY 06-24: 3355X90 (TURF) LIRL (NSTD)

RWY 06: Thld dsplcd 43'. Trees.

RWY 24: Thld dsplcd 400'. Road.

RWY 09-27: 2600X65 (TURF-DIRT)

RWY 09: Brush.

RWY 27: Road.

AIRPORT REMARKS: Attended Apr-Sep Mon-Sat 1300-2300Z†, Oct-Mar Mon-Sat 1300-2100Z†. Deer on and invof arpt. For rotating bcn call 740-392-9125. Rwy 06-24 NSTD LIRL; one green thld lgt each side of thld; dsplcd thlds not lgtg; 2617' of rwy lgtg. NSTD LIRL ops dusk-dawn Apr-Oct. Rwy 06-24 edges and dsplcd thlds marked with white lgt fixtures with small white cones attached.

COMMUNICATIONS: CTAF 122.9

MOUNT VICTORY

ELLIOTTS LANDING (074) 1 SE UTC-5(-4DT) N40°31.48' W83°30.70'

DETROIT

1045 NOTAM FILE DAY

RWY 15-33: 2750X110 (TURF)

RWY 15: Trees.

RWY 33: P-line.

AIRPORT REMARKS: Unattended. Rwy 15-33 marked with tires on each end.

COMMUNICATIONS: CTAF 122.9.

NAPOLEON

HENRY CO (7W5) 3 E UTC-5(-4DT) N41°22.46' W84°04.11'

DETROIT

683 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE

L-28J

RWY 10-28: H3956X65 (ASPH) MIRL

IAP

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended Apr-Sep 1300Z†-dusk, Oct-Mar, Mon-Sat 1300-2230Z†. Rwy 28 REIL OTS indef.

ACTIVATE MIRL Rwy 10-28; REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVV Chan 78 N41°27.09' W83°38.32' 259° 19.9 NM to fld. 660/2W.

NEIL ARMSTRONG (See WAPAKONETA)

NEWARK N40°01.56' W82°27.81' NOTAM FILE DAY.

DETROIT

NDB (MHW) 524 HEH at Newark-Heath.

L-29A

NEWARK-HEATH (VTA) 3 SW UTC-5(-4DT) N40°01.48' W82°27.71'

DETROIT

884 B S4 **FUEL** 100LL, JET A1+ OX 1, 2 TPA-1900(1016) NOTAM FILE VTA

L-29A

RWY 09-27: H4649X75 (ASPH) S-30 LIRL 0.3% up W

IAP

RWY 09: REIL. PAPI(P4L)—GA 3.25° TCH 27'. Thld dsplcd 455'. Road.

RWY 27: REIL. PAPI(P4R)—GA 3.25° TCH 20'. Fence.

AIRPORT REMARKS: Attended Apr-Oct 1230-0030Z†, Nov-Mar 1230†-dark. Fuel avbl 1230Z†-dark. Deer occasionally on or near rwy. Rwy 09 and 27 REILS OTS indef. MIRL Rwy 09-27 and REIL Rwy 09 and 27 operates low intensity continuously to increase intensity-123.3.

WEATHER DATA SOURCES: ASOS 121.125 (740) 522-1066.

COMMUNICATIONS: CTAF/UNICOM 122.7

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 CLNC DEL 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06' W82°35.30' 148° 9.6 NM to fld. 1350/6W.

HIWAS.

NDB (MHW) 524 HEH N40°01.56' W82°27.81' at fld.

ILS 110.9 RXK Rwy 09. LOC only.

NEWCOMERSTOWN N40°13.75' W81°28.59' NOTAM FILE CLE.

DETROIT

(L) **VOR/DME** 111.8 CTW Chan 55 017° 14.7 NM to Harry Clever Fld. 1180/7W. **HIWAS.**

H-10G, L-29B

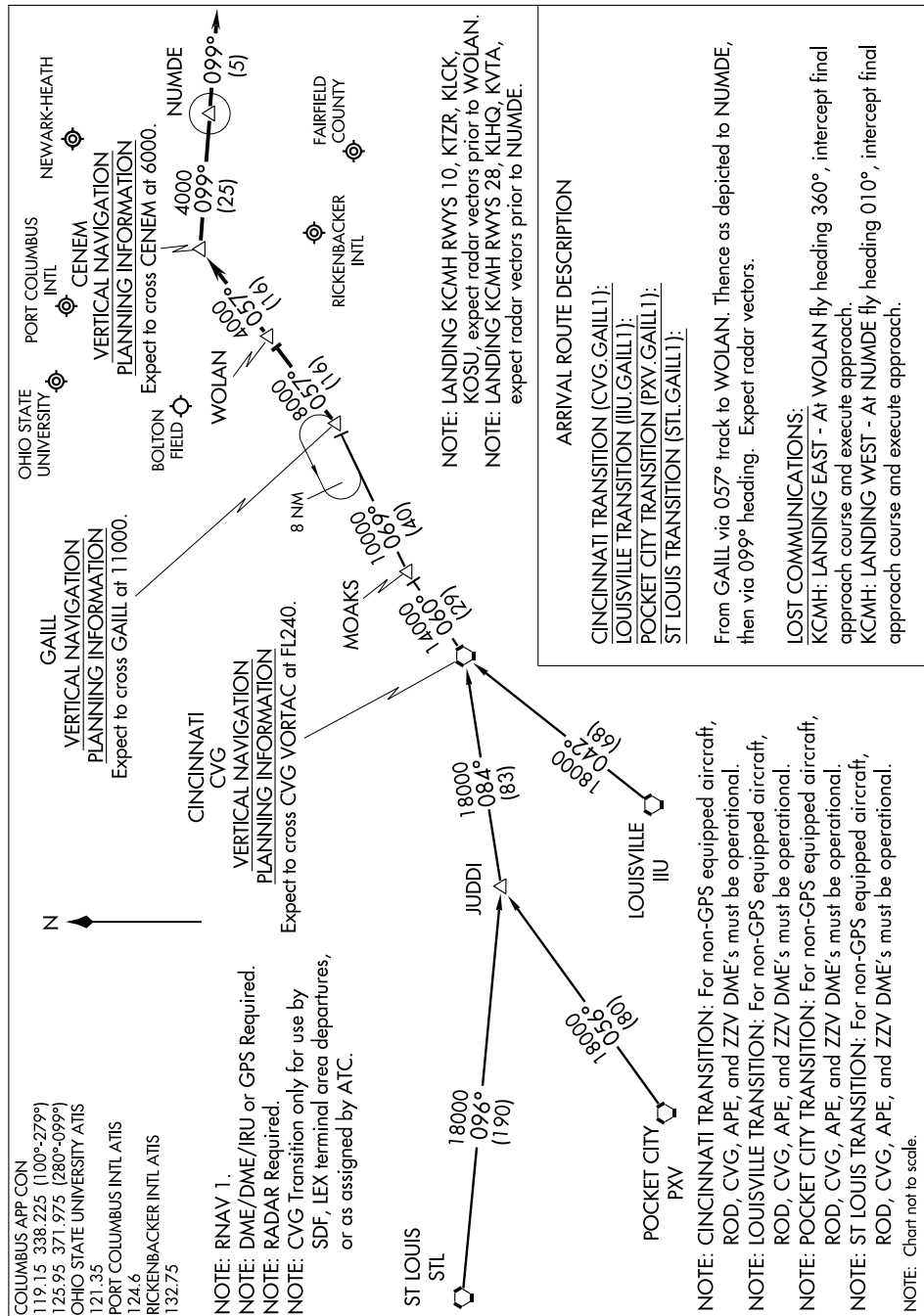
Unusable 015°-030°; 090°-100° byd 30 NM; 051°-066°; 011°-120° byd 30 NM bld 3300'.

RCO 122.1R 111.8T (CLEVELAND RADIO)

GAILL ONE ARRIVAL (RNAV)

COLUMBUS, OH

EC-2, 26 AUG 2010 to 23 SEP 2010



GAILL ONE ARRIVAL (RNAV)

COLUMBUS, OH

APP CRS 273°	Rwy Idg TDZE Apt Elev	4649 879 884
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GPS RWY 27

NEWARK-HEATH (VTA)



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct APE VORTAC and hold.

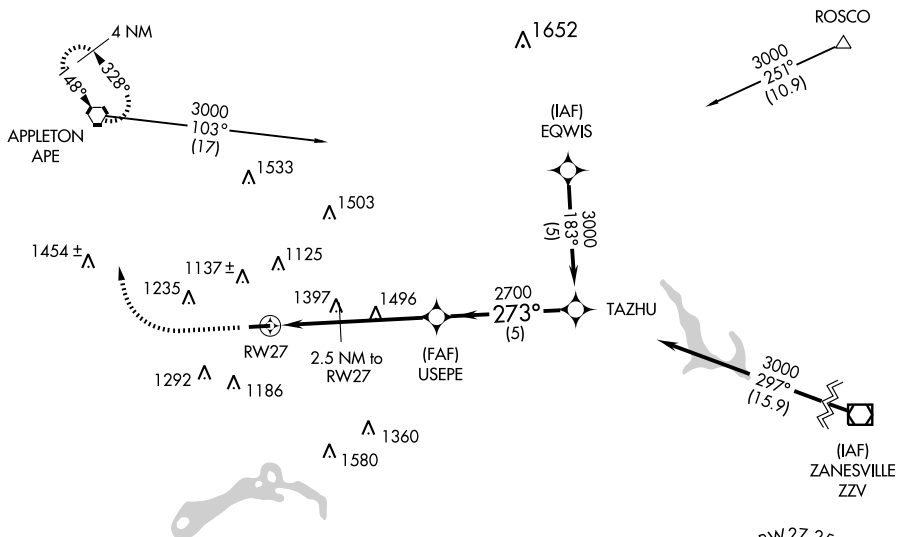
ASOS
121.125

COLUMBUS APP CON
120.2 317.775

CLNC DEL
124.85

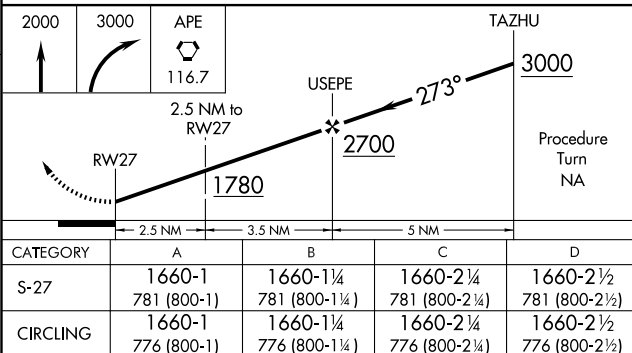
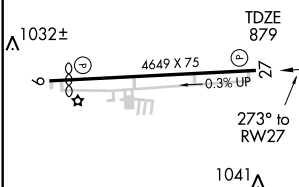
UNICOM
122.7 (CTAF)

123.3 0

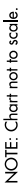


ELEV 884

Rwy 9 Idg 4194'



REIL Rwy 9 and 27
MIRL Rwy 9-27



NOTE: MADAM REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

LOC I-RXK 110.9	APP CRS 093°	Rwy Idg TDZE 883 Apt Elev 884
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LOC RWY 9
NEWARK-HEATH (VTA)

▽ If local altimeter not received, use Port Columbus Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

ASOS
121.125

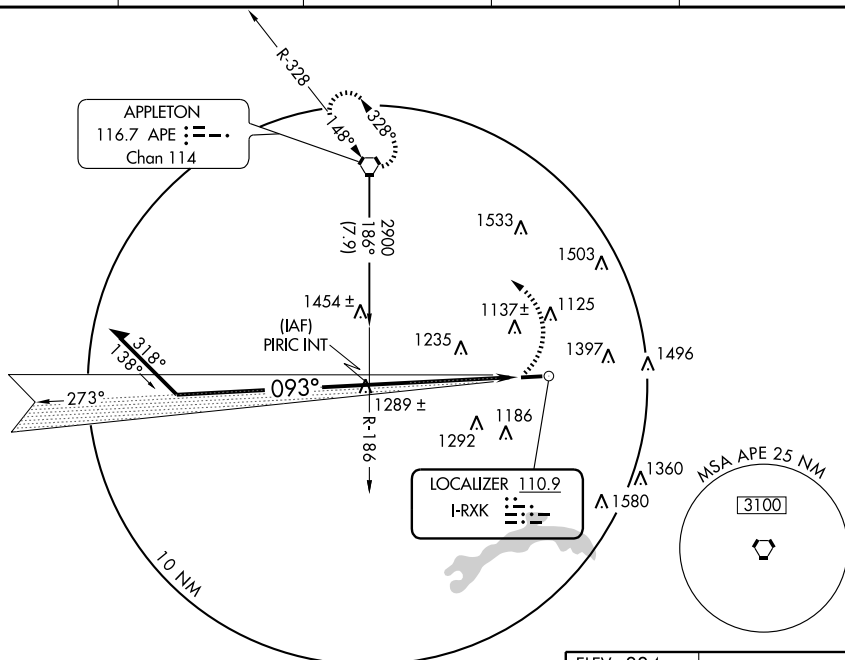
COLUMBUS APP CON
120.2 317.775

CLNC DEL
124.85

UNICOM
122.7 (CTAF)

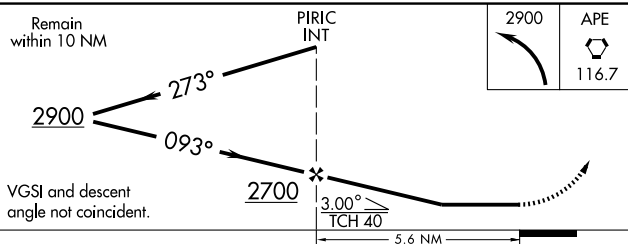
123.3 0

△ 2046

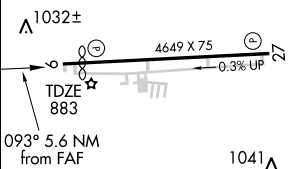


Remain
within 10 NM

VGSI and descent
angle not coincident.



ELEV 884 Rwy 9 Idg 4194'



REIL Rwy 9 and 27
MIRL Rwy 9-27

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NDB HEH 524	APP CRS 090°	Rwy Idg TDZE Apt Elev	4194 883 884
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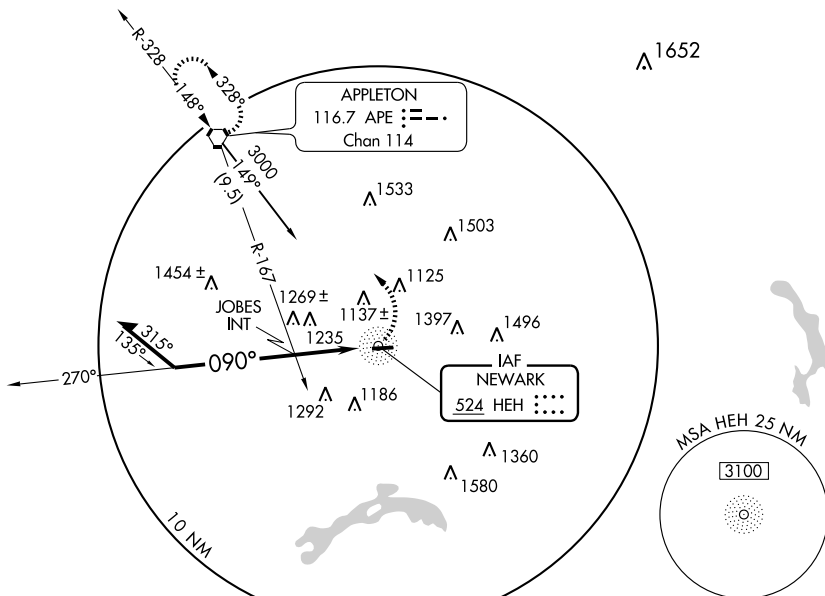
NDB or GPS RWY 9

NEWARK-HEATH (VTA)

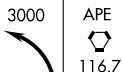
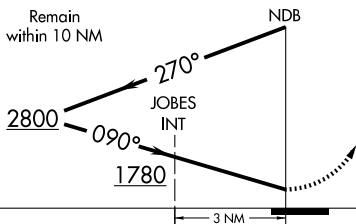


MISSED APPROACH: Climbing left turn to 3000 direct
APE VORTAC and hold.

ASOS 121.125	COLUMBUS APP CON 120.2 317.775	CLNC DEL 124.85	UNICOM 122.7 (CTAF)	123.3 0
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Remain
within 10 NM

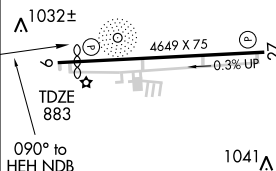


CATEGORY	A	B	C	D
S-9	1780-1¼ 897 (900-1¼)		1780-2¾ 897 (900-2¾)	1780-3 897 (900-3)
CIRCLING	1780-1¼ 896 (900-1¼)		1780-2¾ 896 (900-2¾)	1780-3 896 (900-3)

JOBES FIX MINIMUMS

S-9	1580-1 697 (700-1)	1580-2 697 (700-2)	1580-2¼ 697 (700-2¼)
CIRCLING	1580-1 696 (700-1)	1580-2 696 (700-2)	1580-2¼ 696 (700-2¼)

ELEV **884** Rwy 9 Idg 4194'



REIL Rwy 9 and 27 **0**
MIRL Rwy 9-27 **0**

VORTAC APE 116.7 Chan 114	APP CRS 148°	Rwy Idg TDZE Apt Elev	N/A N/A 884
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VOR-A
NEWARK-HEATH (VTA)

▼ When local altimeter setting not received, use Port Columbus altimeter setting and increase all MDA 60 feet and COGIT fix minimums Cat C visibility ¼ mile.
▲

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

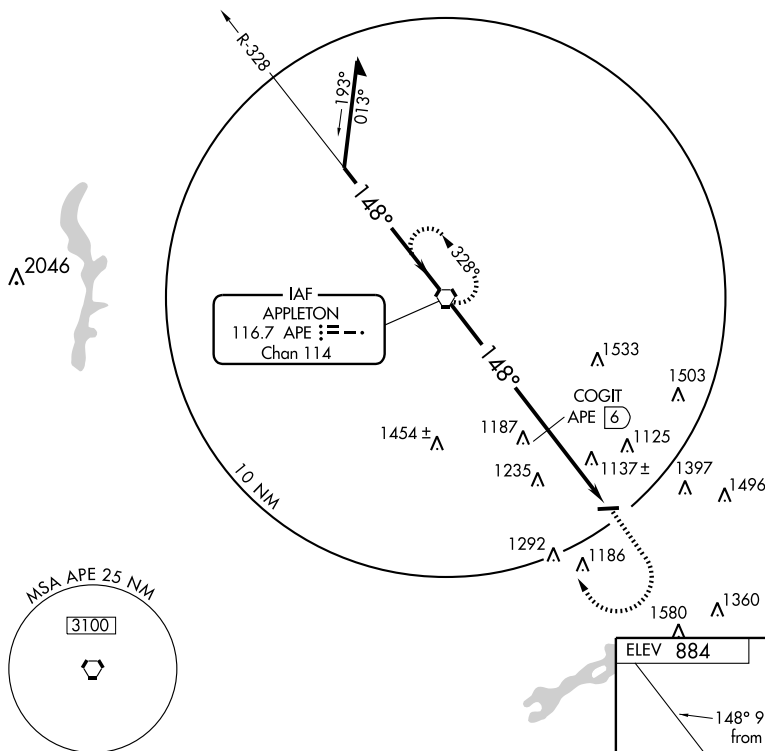
ASOS
121.125

COLUMBUS APP CON
120.2 317.775

CLNC DEL
124.85

UNICOM
122.7 (CTAF)

123.3 0



Remain
within 10 NM

VORTAC

3000

APE

116.7

3000

148°

3000

148°

COGIT

APE 6

APE 9.3

*1880

6 NM

3.3 NM

*1940 when using Port Columbus altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 996 (1000-1¼)	1880-1½ 996 (1000-1½)	1880-3	996 (1000-3)

COGIT FIX MINIMUMS

CIRCLING	1520-1	636 (700-1)	1520-1¾ 636 (700-1¾)	1560-2¼ 676 (700-2¼)
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REIL Rwy 9 and 27 0
MRL Rwy 9-27 0

FAF to MAP 9.3 NM

Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

NORWALK-HURON CO (5A1) 3 E UTC-5(-4DT) N41°14.69' W82°33.07'

852 B S4 FUEL 100LL, JET A NOTAM FILE CLE

RWY 10-28: H4210X75 (ASPH) MIRL 0.4% up W

RWY 10: Thld dspcd 240'. Trees.

RWY 28: Thld dspcd 668'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z†, Sun 1800-2300Z†. ACTIVATE MIRL Rwy 10-28—CTAF. Drag strip on E end of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

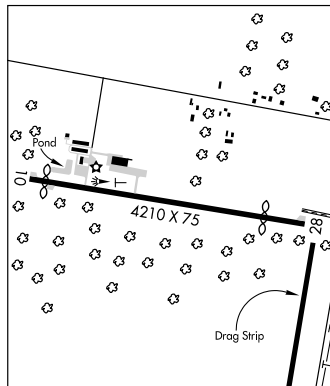
Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

Ⓡ CLEVELAND CENTER APP/DEP CON 127.9. (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07'

W82°39.29' 162° 12.3 NM to fld. 580/4W.



DETROIT
L-30F
IAP

OHIO DUSTING CO INC (See PANDORA)

OHIO UNIVERSITY SNYDER FLD (See ATHENS-ALBANY)

OHIO STATE UNIVERSITY (See COLUMBUS)

OLD PORTAGE HELIPORT (See AKRON)

ONIDA N39°34.70' W84°19.41' NOTAM FILE MGY.

NDB (LOM) 223 MW 234° 4.4 NM to Middletown Rgnl/Hook Fld. Unmonitored.

CINCINNATI

OTTAWA

PUTNAM CO (OWX) 3 NE UTC-5(-4DT) N41°02.14' W83°58.92'

764 B S2 FUEL 100LL, JET A NOTAM FILE CLE

RWY 09-27: H4427X65 (ASPH) MIRL

RWY 09: REIL. Road.

RWY 27: REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†. For svcs after hrs call 419-456-3410. Parachute Jumping. Extensive glider ops. Intensive agricultural ops and crop dusting. PAEW invof ramp indef. Windssock OTS indef. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.525 (419) 523-4151.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ TOLEDO APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 297° 11.3 NM to fld. 820/2W.

DETROIT
L-28J
IAP

OXFORD N39°30.45' W84°46.84' NOTAM FILE DAY.

NDB (MHW) 282 OXD at Miami University. NDB unmonitored.

CINCINNATI
L-27T

APP CRS **276°**
 Rwy Idg **3542**
 TDZE **851**
 Apt Elev **852**

GPS RWY 28

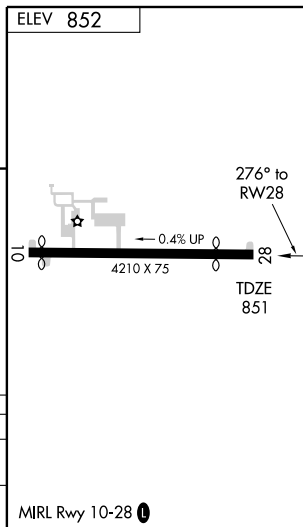
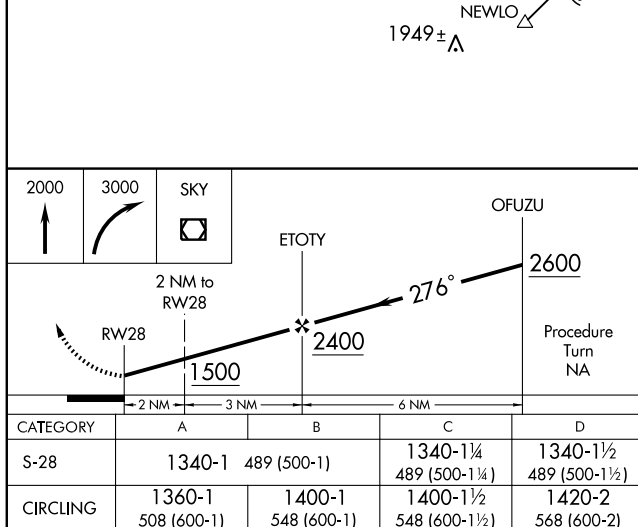
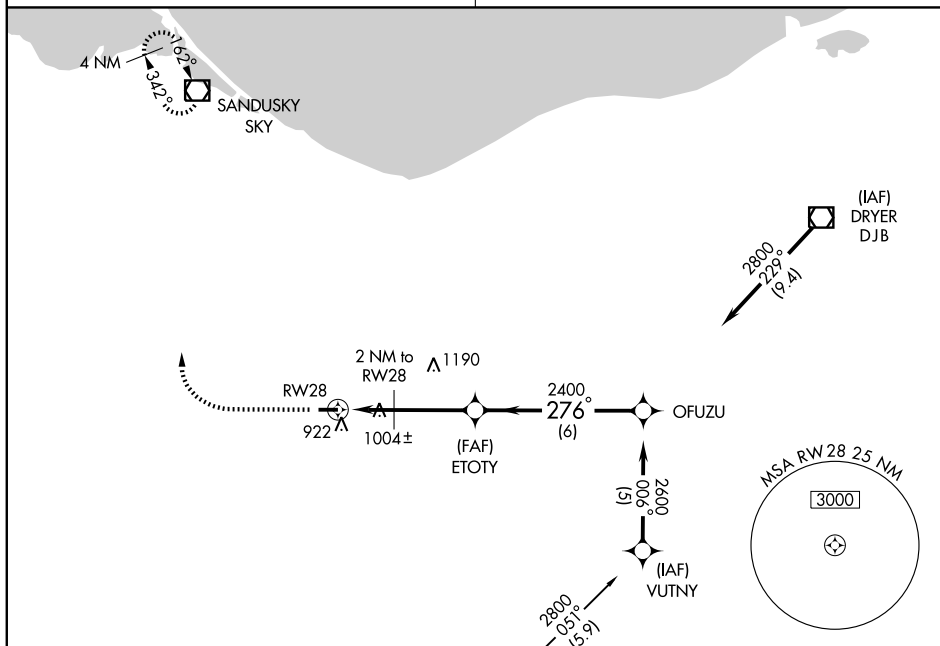
NORWALK-HURON COUNTY (5A1)

▼
 ▲ NA
 Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) 0



VOR/DME SKY	APP CRS	Rwy Idg TDZE	N/A
109.2 Chan 29	162°	Apt Elev	852

VOR or GPS-A

NORWALK-HURON COUNTY (5A1)

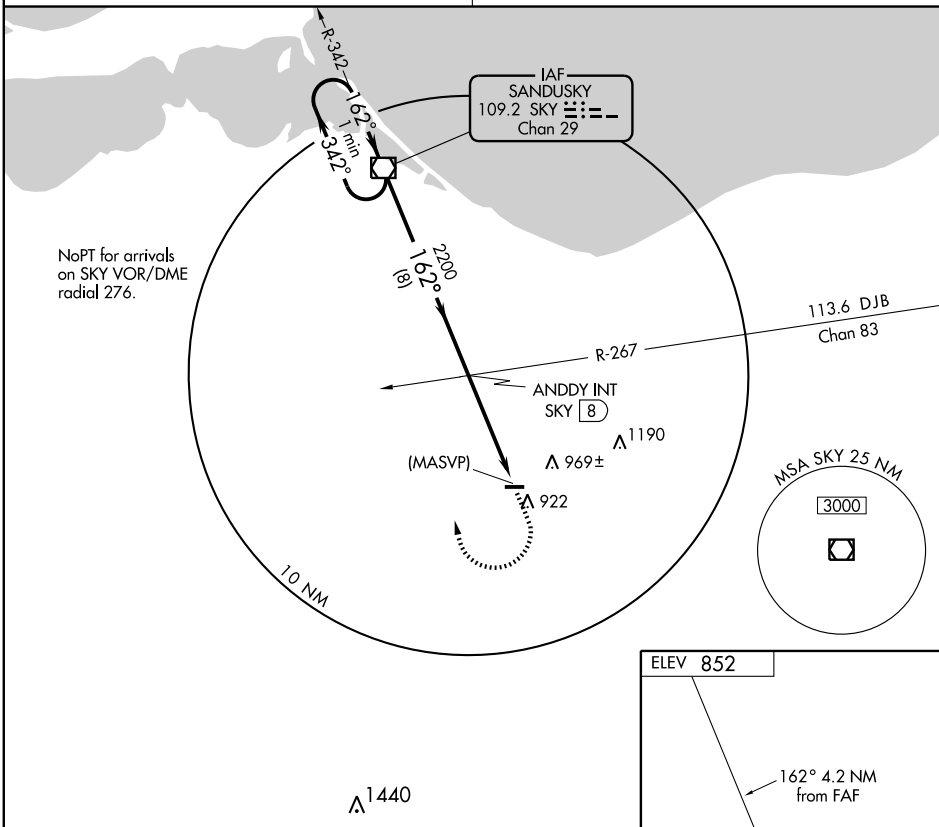


Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) 0



NoPT for arrivals on SKY VOR/DME radial 276.

One Minute Holding Pattern

VOR/DME

2000

3000

SKY

3000

342°

162°

ANDDY INT SKY 8

2200

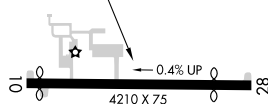
(MASVP) SKY 12.2

8 NM

4.2 NM

ELEV 852

162° 4.2 NM from FAF



MIRL Rwy 10-28 0

CATEGORY	A	B	C	D
CIRCLING	1400-1 548 (600-1)		1420-1½ 568 (600-1½)	1520-2 668 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NORWALK-HURON CO (5A1) 3 E UTC-5(-4DT) N41°14.69' W82°33.07'

852 B S4 FUEL 100LL, JET A NOTAM FILE CLE

RWY 10-28: H4210X75 (ASPH) MIRL 0.4% up W

RWY 10: Thld dspcd 240'. Trees.

RWY 28: Thld dspcd 668'. Road.

AIRPORT REMARKS: Attended Mon-Sat 1400-2200Z†, Sun 1800-2300Z†. ACTIVATE MIRL Rwy 10-28—CTAF. Drag strip on E end of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

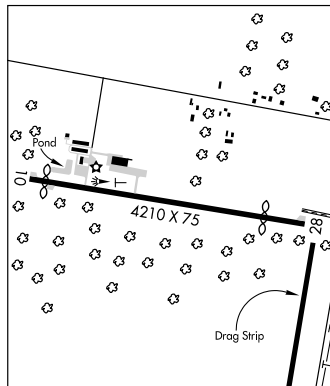
Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

Ⓡ CLEVELAND CENTER APP/DEP CON 127.9. (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07'

W82°39.29' 162° 12.3 NM to fld. 580/4W.



DETROIT
L-30F
IAP

OHIO DUSTING CO INC (See PANDORA)

OHIO UNIVERSITY SNYDER FLD (See ATHENS-ALBANY)

OHIO STATE UNIVERSITY (See COLUMBUS)

OLD PORTAGE HELIPORT (See AKRON)

ONIDA N39°34.70' W84°19.41' NOTAM FILE MGY.

NDB (LOM) 223 MW 234° 4.4 NM to Middletown Rgnl/Hook Fld. Unmonitored.

CINCINNATI

OTTAWA

PUTNAM CO (OWX) 3 NE UTC-5(-4DT) N41°02.14' W83°58.92'

764 B S2 FUEL 100LL, JET A NOTAM FILE CLE

RWY 09-27: H4427X65 (ASPH) MIRL

RWY 09: REIL. Road.

RWY 27: REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†. For svcs after hrs call 419-456-3410. Parachute Jumping. Extensive glider ops. Intensive agricultural ops and crop dusting. PAEW invof ramp indef. Windssock OTS indef. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.525 (419) 523-4151.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ TOLEDO APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 297° 11.3 NM to fld. 820/2W.

DETROIT
L-28J
IAP

OXFORD N39°30.45' W84°46.84' NOTAM FILE DAY.

NDB (MHW) 282 OXD at Miami University. NDB unmonitored.

CINCINNATI
L-27T

WAAS CH 86514 W09A	APP CRS 095°	Rwy Idg TDZE 759 Apt Elev 764	4427 759 764
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RNAV (GPS) RWY 9

OTTAWA / PUTNAM COUNTY (OWX)

- ▼** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
- ▲** NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

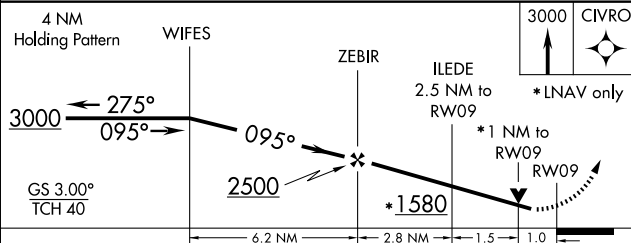
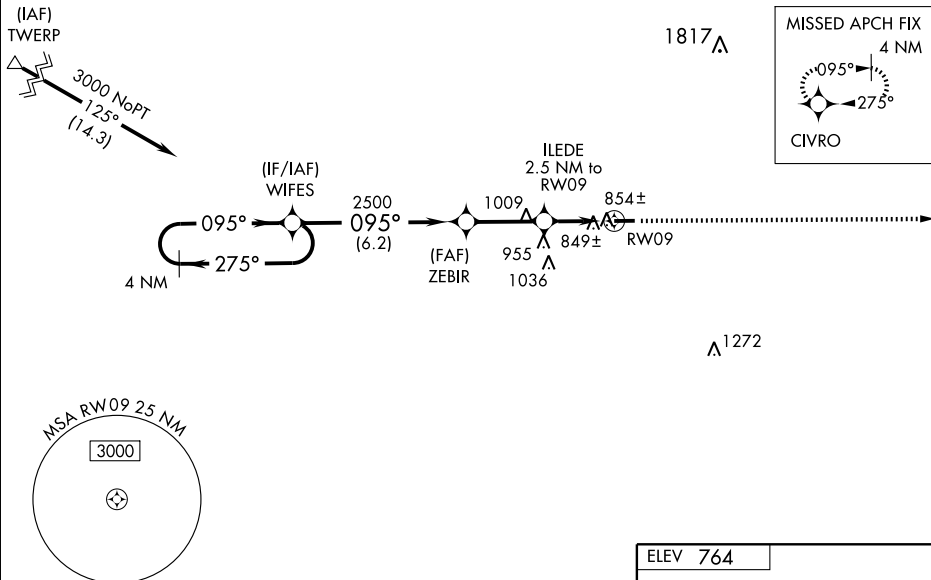
MISSED APPROACH:
Climb to 3000 direct CIVRO and hold.

AWOS-3
120.525

TOLEDO APP CON
120.8 317.55

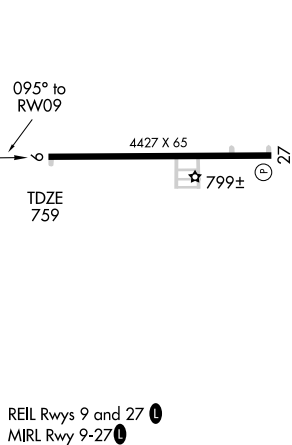
UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals at TWERP via V8-422 westbound and V96 westbound.



CATEGORY	A	B	C	D
LPV DA	1047-1	288 (300-1)	NA	NA
LNAV/VNAV DA	1146-1 ½	387 (400-1 ½)	NA	NA
LNAV MDA	1120-1	361 (400-1)	NA	NA
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	NA

ELEV **764**



REIL Rwy 9 and 27 **0**
MIRL Rwy 9-27 **0**

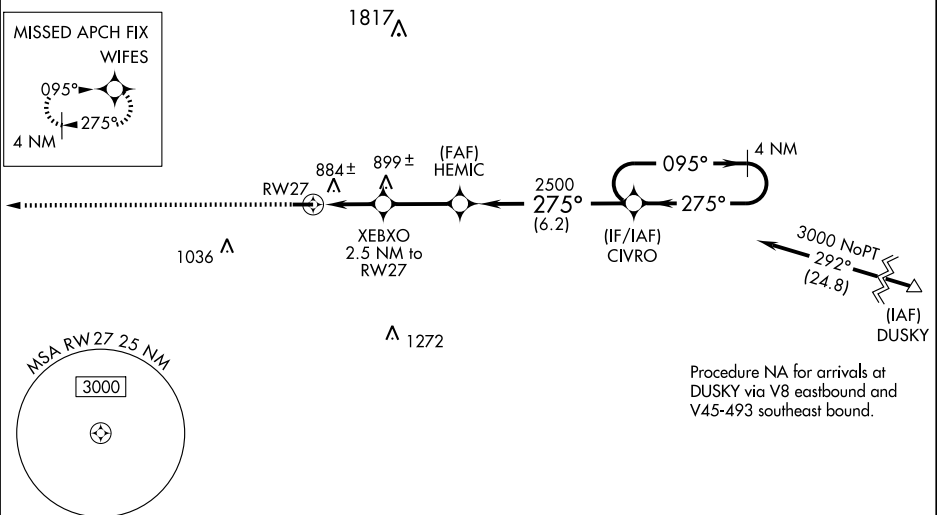
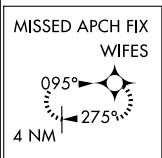
WAAS CH 97614 W27A	APP CRS 275°	Rwy Idg TDZE Apt Elev	4427 764 764
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RNAV (GPS) RWY 27

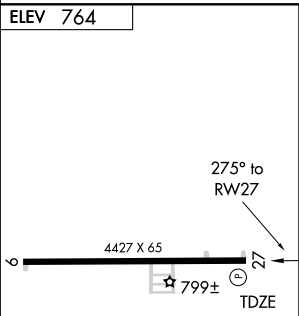
OTTAWA / PUTNAM COUNTY (OWX)

<p>T</p> <p>A NA</p> <p>Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct WIFES and hold.</p>
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AWOS-3 120.525	TOLEDO APP CON 120.8 317.55	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at DUSKY via V8 eastbound and V45-493 southeast bound.



	3000 WIFES	XEBXO 2.5 NM to RW27	HEMIC	CIVRO	4 NM Holding Pattern
	*LNAV only	*1 NM to RW27			
			1600*	2500	3000
				275°	095°
				275°	275°
					GS 3.00° TCH 44
		1.0	1.5	2.7 NM	6.2 NM
CATEGORY	A	B	C	D	
LPV DA	1049-1	285 (300-1)		NA	
LNAV/VNAV DA	1186-1½	422 (500-1½)		NA	
LNAV MDA	1140-1	376 (400-1)		NA	
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)		NA	

REIL Rwy 9 and 27 0
MIRL Rwy 9-27 0

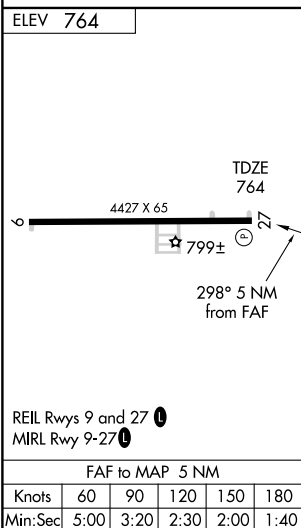
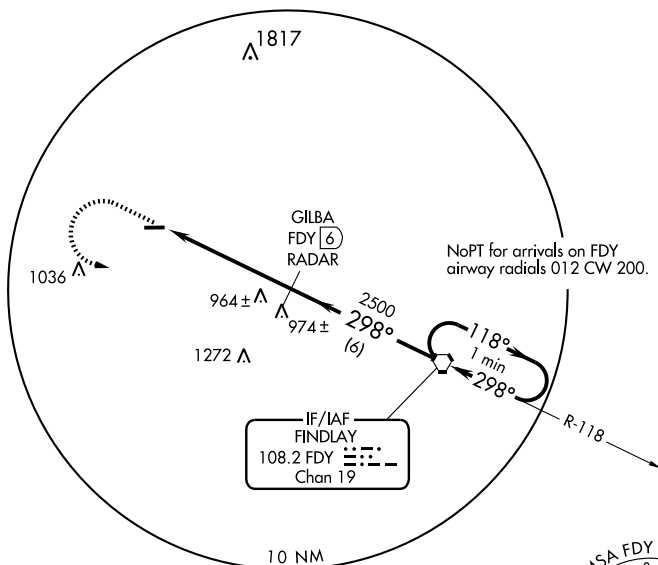
VORTAC FDY 108.2 Chan 19	APP CRS 298°	Rwy Idg TDZE Apt Elev	4427 764 764
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VOR RWY 27

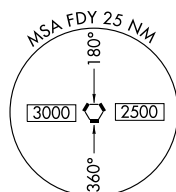
OTTAWA / PUTNAM COUNTY (OWX)

<p>▼ DME or Radar Required. ▲ NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 40 feet.</p>	<p>MISSED APPROACH: Climb to 2500 via FDY VORTAC R-298, then left turn direct FDY VORTAC and hold.</p>
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AWOS-3 120.525	TOLEDO APP CON 120.8 317.55	UNICOM 122.7 (CTAF) 0
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2500	FDY R-298 108.2	FDY (11)	GILBA FDY (6) RADAR	VORTAC	One Minute Holding Pattern
2500	298°	118°	2500	298°	2500
5 NM	6 NM				
CATEGORY	A	B	C	D	
S-27	1220-1	456 (500-1)			NA
CIRCLING	1220-1	456 (500-1)			NA



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

OXFORD**MIAMI UNIVERSITY** (OXD) 2 W UTC-5(-4DT) N39°30.14' W84°47.06'**CINCINNATI**

1041 B FUEL 100LL, JET A1+ NOTAM FILE DAY

L-27E**RWY 05-23:** H4011X70 (ASPH-GRVD) S-34, D-50 LIRL (NSTD)**IAP****RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 26'. Thld dsplcd 270'. Road.**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Sat-Sun 1400-2200Z†, Nov-Apr Mon-Fri 1300-2100Z†, May-Oct Mon-Fri 1300-0000Z†, holidays irregularly. Fuel self svc avbl. Rwy 05 NSTD dsplcd thld lgts 190' from thld. PAEW 40' N of Rwy 05-23. NSTD MIRL Rwy 05-23 preset on low ints dusk-0200Z†; to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23-122.9; after 0200Z† ACTIVATE NSTD MIRL Rwy 05-23 and REIL Rwy 05 and Rwy 23-122.9.

WEATHER DATA SOURCES: AWOS-3 118.625 (513) 273-2032. Plus precipitation and thunderstorm.**COMMUNICATIONS:** CTAF/UNICOM 122.8**® CINCINNATI APP/DEP CON 121.0****RADIO AIDS TO NAVIGATION:** NOTAM FILE HUF.**RICHMOND (L) VORTAC** 110.6 RID Chan 43 N39°45.30' W84°50.33' 173° 15.4 NM to fld. 1135/3W.**OXFORD NDB (MHW)** 282 OXD N39°30.45' W84°46.84' at fld. NOTAM FILE DAY. NDB unmonitored.**PACKER** (See RADNOR)**PAINESVILLE****CONCORD AIRPARK** (2G1) 3 SE UTC-5(-4DT) N41°40.02' W81°11.83'**DETROIT**

999 FUEL 100LL NOTAM FILE CLE

L-30G**RWY 02-20:** H2181X38 (ASPH) S-12.5 LIRL 1.2% up SW.**IAP****RWY 02:** Trees. **RWY 20:** Brush.**AIRPORT REMARKS:** Attended irregularly. Birds on and invof arpt. For local traffic only, for rwy lgts call 440-352-3228.

Rwy 02-20 numbers small.

COMMUNICATIONS: CTAF/UNICOM 122.8**CHARDON RCO** 122.1R 112.7T (CLEVELAND RADIO)**® CLEVELAND APP/DEP CON 125.35****RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.**CHARDON (H) VOR/DME** 112.7 CXR Chan 74 N41°31.02' W81°09.79' 355° 9.1 NM to fld. 1310/5W.**COMM/NAV/WEATHER REMARKS:** For IFR clearance ctc Cleveland apch control at 216-898-2040.**PANDORA****OHIO DUSTING CO INC** (6C2) 1 NW UTC-5(-4DT) N40°57.15' W83°58.93'**DETROIT**

765 S2 FUEL 100LL NOTAM FILE CLE

RWY 09-27: 3112X150 (TURF)**RWY 09:** Thld dsplcd 720'. Trees. **RWY 27:** Thld dsplcd 490'. P-line.**AIRPORT REMARKS:** Attended continuously. Rwy 27 p-line marked with orange balls. Rwy 09 and Rwy 27 dsplcd thld not marked.**COMMUNICATIONS:** CTAF 122.9**PARR** (See ZANESVILLE)**PARSONS** (See CARROLLTON)**PATTERSON** N39°49.14' W84°03.33' NOTAM FILE FFO.**CINCINNATI****(T) TACAN** Chan 99 FFO (115.2) at Wright Patterson AFB. 804/4W.**L-27E**

TACAN azimuth unusable:

295°-360° byd 10 NM blo 5,000'.

PAULDING AIRPORT INC (2H8) 2 NE UTC-5(-4DT) N41°10.09' W84°33.41'**DETROIT**

721 S4 OX 4 TPA-1500(779) NOTAM FILE CLE

RWY 18-36: 2861X80 (TURF) LIRL (NSTD)**RWY 36:** Building.**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. Arpt CLOSED indef. ACTIVATE LIRL Rwy 18-36-122.9. Rwy 18-36 NSTD LIRL; thld lgts incorrect color.**COMMUNICATIONS:** CTAF 122.9**PERRY CO** (See NEW LEXINGTON)

NDB OXD 282	APP CRS 042°	Rwy Idg TDZE Apt Elev	3741 1041 1041
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NDB or GPS RWY 5

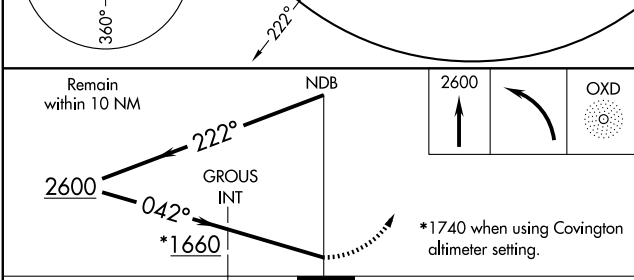
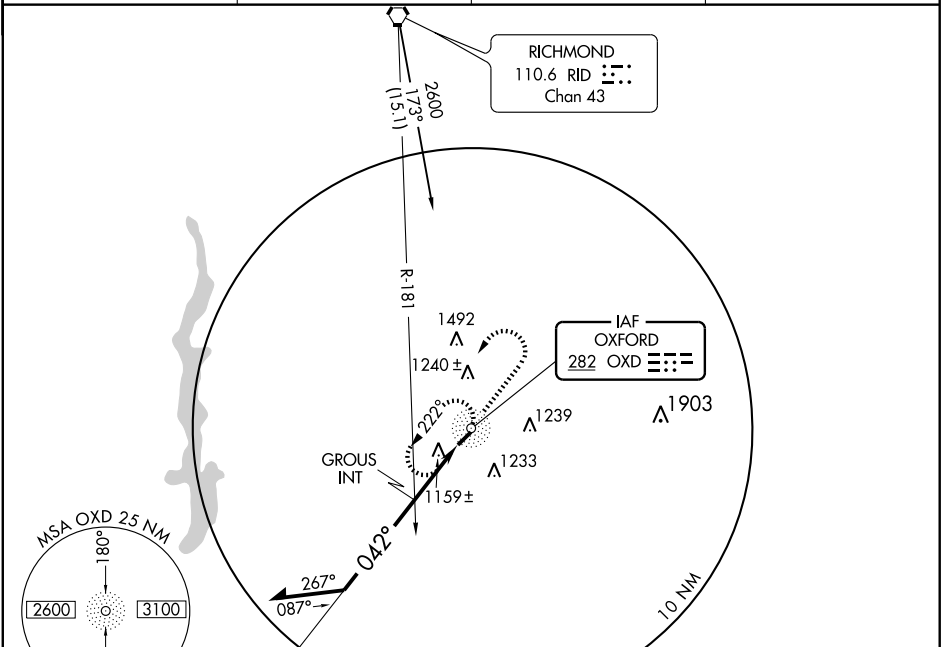
OXFORD / MIAMI UNIVERSITY (OXD)

▼ When local altimeter setting not received, use Covington, KY altimeter setting and increase all MDA 100 feet and all visibility ¼ mile.

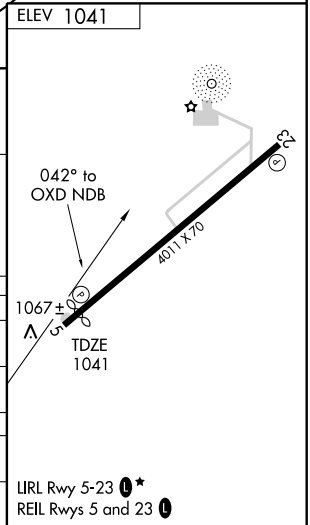
▲ NA

MISSED APPROACH: Climb to 2600 then left turn direct OXD NDB and hold.

AWOS-3 118.625	CINCINNATI APP CON 121.0 257.725	UNICOM 122.8 (CTAF)	122.9 0
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CATEGORY	A	B	C	D
S-5	1660-1	619 (700-1)	1660-1¼ 619 (700-1¼)	NA
CIRCLING	1660-1	619 (700-1)	1660-1¼ 619 (700-1¼)	NA
GROUS FIX MINIMUMS				
S-5	1460-1	419 (500-1)	1460-1¼ 419 (500-1¼)	NA
CIRCLING	1460-1 419 (500-1)	1500-1 459 (500-1)	1600-1½ 559 (600-1½)	NA



OXFORD

MIAMI UNIVERSITY (OXD) 2 W UTC-5(-4DT) N39°30.14' W84°47.06'

CINCINNATI

1041 B FUEL 100LL, JET A1+ NOTAM FILE DAY

L-27E

RWY 05-23: H401X70 (ASPH-GRVD) S-34, D-50 LIRL (NSTD)

IAP

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Thld dsplcd 270'. Road.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Sat-Sun 1400-2200Z†, Nov-Apr Mon-Fri 1300-2100Z†, May-Oct Mon-Fri 1300-0000Z†, holidays irregularly. Fuel self svc avbl. Rwy 05 NSTD dsplcd thld lgts 190' from thld. PAEW 40' N of Rwy 05-23. NSTD MIRL Rwy 05-23 preset on low ints dusk-0200Z†; to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23-122.9; after 0200Z† ACTIVATE NSTD MIRL Rwy 05-23 and REIL Rwy 05 and Rwy 23-122.9.

WEATHER DATA SOURCES: AWOS-3 118.625 (513) 273-2032. Plus precipitation and thunderstorm.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CINCINNATI APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30' W84°50.33' 173° 15.4 NM to fld. 1135/3W.

OXFORD NDB (MHW) 282 OXD N39°30.45' W84°46.84' at fld. NOTAM FILE DAY. NDB unmonitored.

PACKER (See RADNOR)

PAINESVILLE

CONCORD AIRPARK (2G1) 3 SE UTC-5(-4DT) N41°40.02' W81°11.83'

DETROIT

999 FUEL 100LL NOTAM FILE CLE

L-30G

RWY 02-20: H2181X38 (ASPH) S-12.5 LIRL 1.2% up SW.

IAP

RWY 02: Trees. **RWY 20:** Brush.

AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. For local traffic only, for rwy lgts call 440-352-3228.

Rwy 02-20 numbers small.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)

Ⓡ CLEVELAND APP/DEP CON 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02' W81°09.79' 355° 9.1 NM to fld. 1310/5W.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216-898-2040.

PANDORA

OHIO DUSTING CO INC (6C2) 1 NW UTC-5(-4DT) N40°57.15' W83°58.93'

DETROIT

765 S2 FUEL 100LL NOTAM FILE CLE

RWY 09-27: 3112X150 (TURF)

RWY 09: Thld dsplcd 720'. Trees. **RWY 27:** Thld dsplcd 490'. P-line.

AIRPORT REMARKS: Attended continuously. Rwy 27 p-line marked with orange balls. Rwy 09 and Rwy 27 dsplcd thld not marked.

COMMUNICATIONS: CTAF 122.9

PARR (See ZANESVILLE)

PARSONS (See CARROLLTON)

PATTERSON N39°49.14' W84°03.33' NOTAM FILE FFO.

CINCINNATI

(T) **TACAN** Chan 99 FFO (115.2) at Wright Patterson AFB. 804/4W.

L-27E

TACAN azimuth unusable:

295°-360° byd 10 NM blo 5,000'.

PAULDING AIRPORT INC (2H8) 2 NE UTC-5(-4DT) N41°10.09' W84°33.41'

DETROIT

721 S4 OX 4 TPA-1500(779) NOTAM FILE CLE

RWY 18-36: 2861X80 (TURF) LIRL (NSTD)

RWY 36: Building.

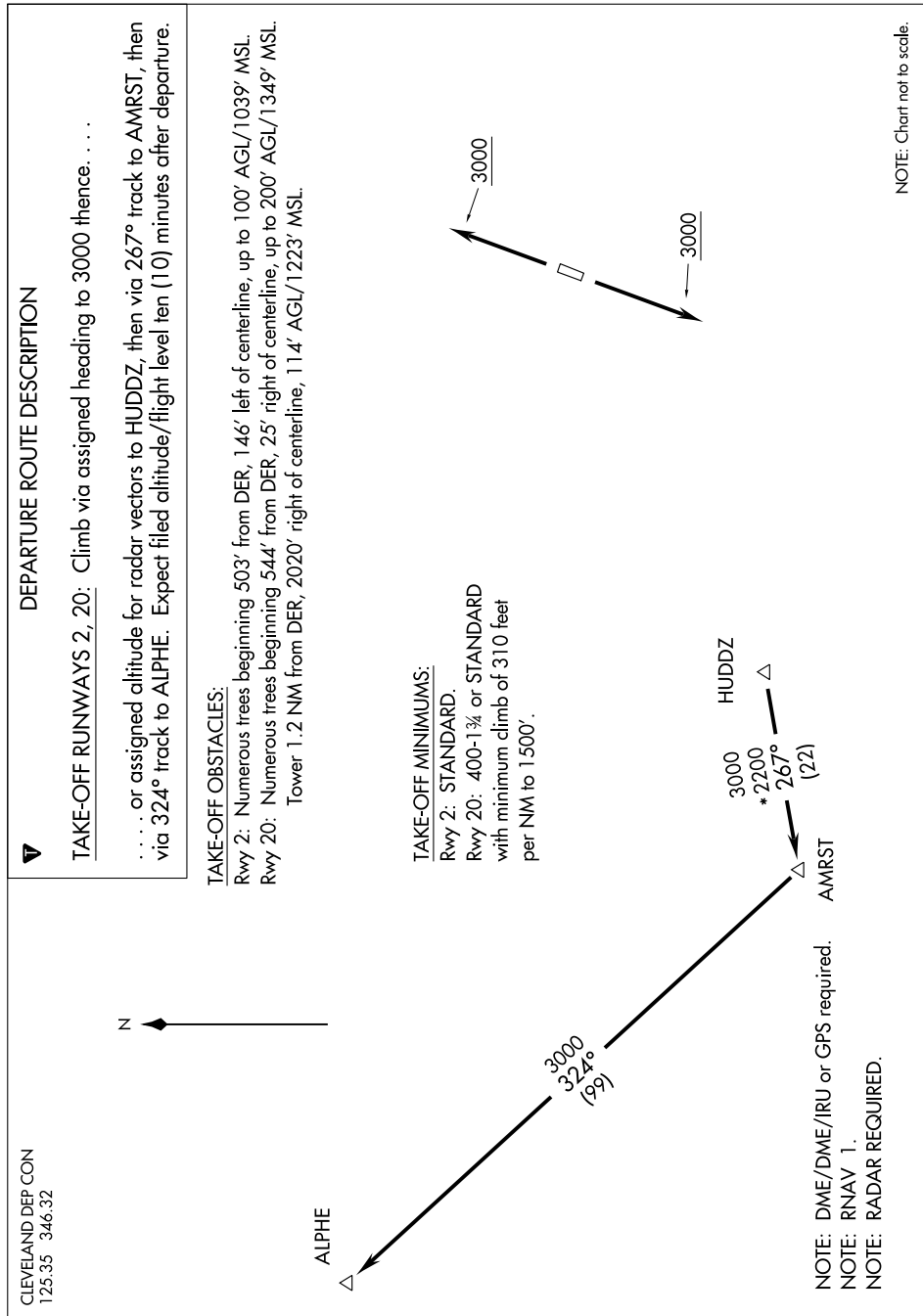
AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†. Arpt CLOSED indef. ACTIVATE LIRL Rwy 18-36-122.9. Rwy 18-36 NSTD LIRL; thld lgts incorrect color.

COMMUNICATIONS: CTAF 122.9

PERRY CO (See NEW LEXINGTON)

ALPHE TWO DEPARTURE (RNAV)

EC-2, 26 AUG 2010 to 23 SEP 2010



ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

EC-2, 26 AUG 2010 to 23 SEP 2010

AMRST TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

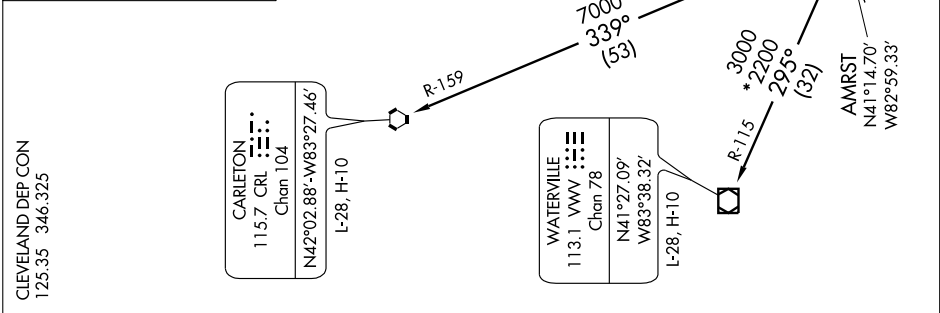
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

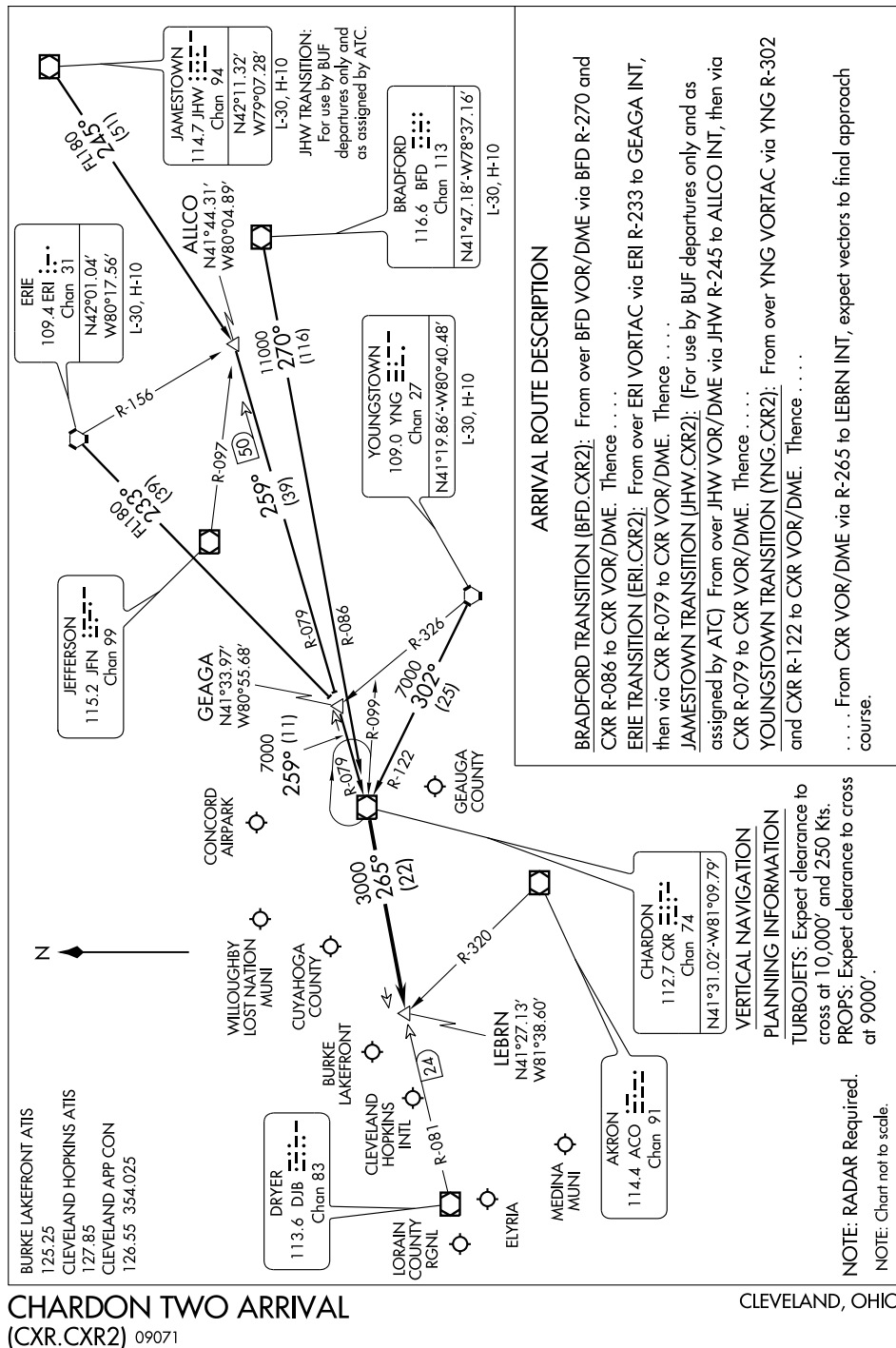
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.



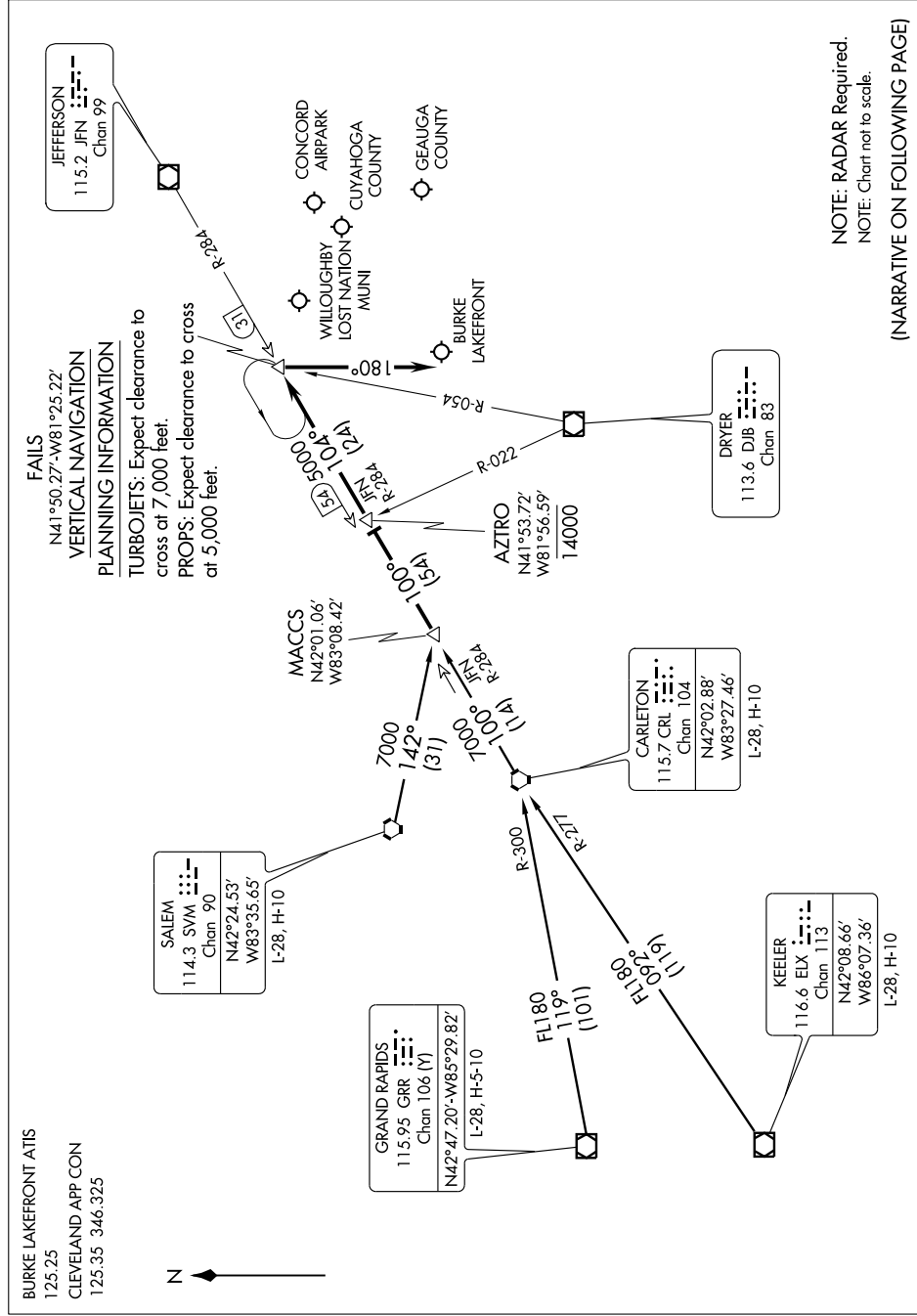
AMRST TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

NOTE: RADAR REQUIRED
NOTE: Chart not to scale.



EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

OBRLN TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwy 2: STANDARD.

Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500'.

CLEVELAND DEP CON
125.35 346.325

FORT WAYNE 117.8 FWA	Chen 125
N40°58.74'	W85°11.28'
L-27, H-5-10	

MUNCIE 114.4 MIE	Chen 91
N40°14.24'	W85°23.64'
L-27	

FINDLAY 108.2 FDY	Chen 19
N40°57.32'	W83°45.36'

DRYER 113.6 DJB	Chen 83
N41°21.48'	W82°09.72'
L-30, H-10	



OBRLN
N41°06.39'
W82°44.09'

BRUNZ
N41°12.60'
W82°30.02'
3500

MANSFIELD 108.8 MFD	Chen 25

ROSEWOOD 117.5 ROD	Chen 122
N40°17.27'	W84°02.59'
L-27, H-10	

RICHMOND 110.6 RID	Chen 43
N39°45.30'	W84°50.33'
L-27, H-10	

BRICKYARD 116.3 VHP	Chen 110
N39°48.88'	W86°22.05'
L-27, H-5-10	



NOTE: RADAR required
NOTE: Chart not to scale.

OBRLN TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

OBRLN TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

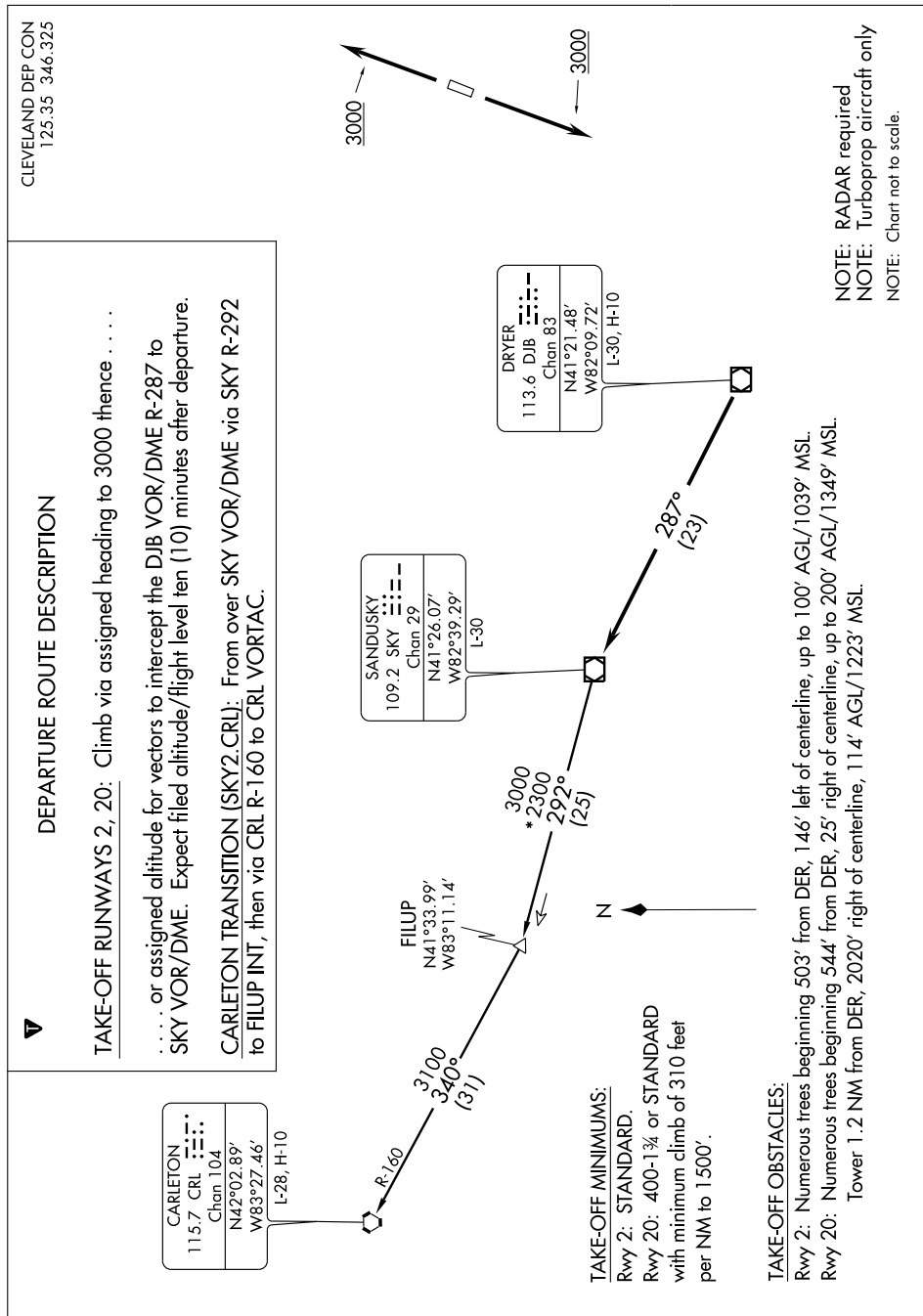
Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.

Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.

Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010



SANDUSKY TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME CXR 112.7 Chan 74	APP CRS 355°	Rwy Idg TDZE Apt Elev	N/A N/A 999
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VOR or GPS-A

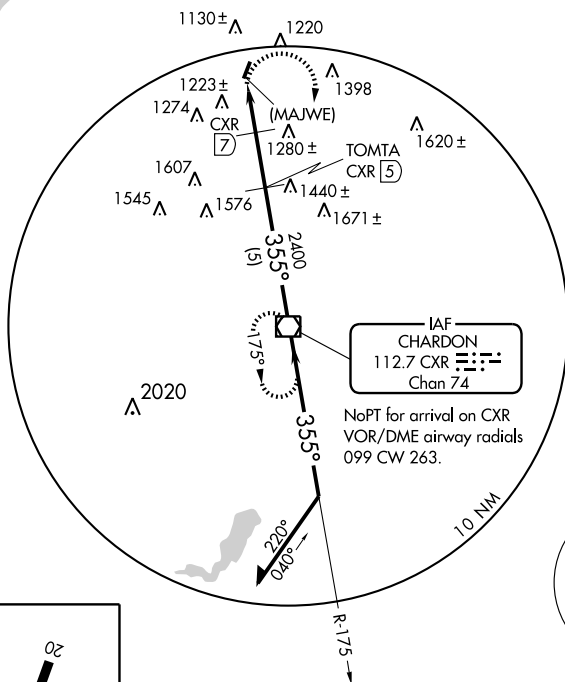
PAINESVILLE/ CONCORD AIRPARK (2G1)

▼ Procedure not authorized at night.
▲ NA Use Cleveland-Hopkins altimeter setting.

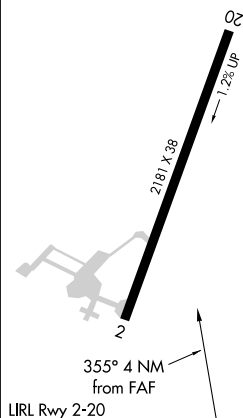
MISSED APPROACH: Climbing right turn to 3000 direct CXR
VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
122.8 (CTAF)



ELEV 999

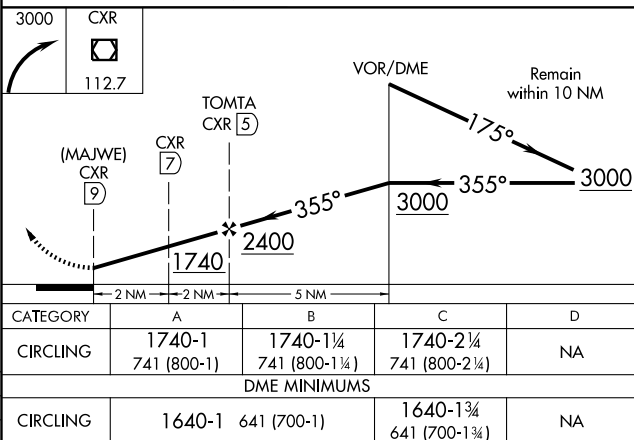


FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

PAINESVILLE, OHIO

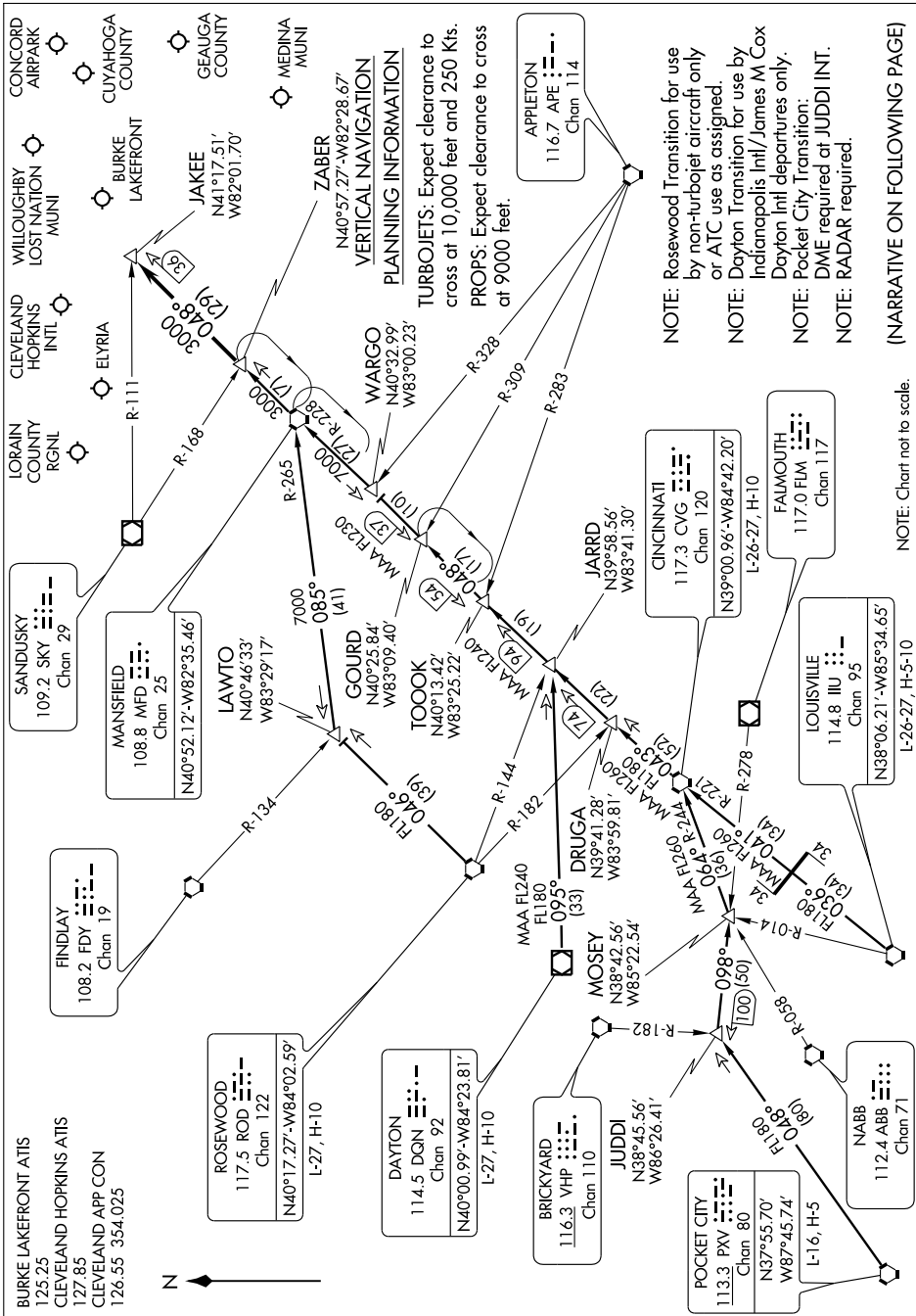
Orig-A 10098



PAINESVILLE/ CONCORD AIRPARK (2G1)

VOR or GPS-A

41°40'N - 81°12'W



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

PHILLIPSBURG (317) 0 N UTC-5(-4DT) N39°54.80' W84°24.03'		CINCINNATI
1031 B S4 FUEL 100LL NOTAM FILE DAY		L-27E
RWY 03-21: H3000X40 (ASPH) LIRL		IAP
RWY 03: REIL. Thld dsplcd 130'. Tree.	RWY 21: REIL. Trees.	
AIRPORT REMARKS: Attended 1400-2300Z±. Arpt CLOSED to helicopter training. Do not fly over school 2100' S of arpt in line with rwy. Rwy 03-21 2416' lgtd between dsplcd thlds only.		
COMMUNICATIONS: CTAF/UNICOM 122.7		
(R) DAYTON APP CON 134.45 (181°-359°)	(R) DAYTON DEP CON 134.45 (181°-359°) 118.0	
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.		
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99' W84°23.81' 183° 6.2 NM to fld. 990/1W.		HIWAS.
PICKAWAY CO MEM (See CIRCLEVILLE)		
PICKL N39°52.86' W82°50.17'. NOTAM FILE LCK.		
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.		CINCINNATI
PIKE CO (See WAVERLY)		
PIQUA AIRPORT-HARTZELL FLD (I17) 3 NW UTC-5(-4DT) N40°09.88' W84°18.51'		DETROIT
994 B FUEL 100LL, JET A1+ NOTAM FILE DAY		L-27E
RWY 08-26: H3997X75 (ASPH) S-30, D-36 MIRL		IAP
RWY 08: REIL. Tree.	RWY 26: REIL. Tree.	
AIRPORT REMARKS: Attended 1300-2200Z±. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500' MSL SR-SS. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26—CTAF.		
COMMUNICATIONS: CTAF/UNICOM 123.0		
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)		
(R) DAYTON APP/DEP CON 118.425 (360°-090°) 134.45 (181°-359°)		
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.		
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99' W84°23.81' 026° 9.8 NM to fld. 990/1W.		HIWAS.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 244° 14.3 NM to fld. 1080/5W.		
PORTAGE CO (See RAVENNA)		
PORT BUCYRUS-CRAWFORD CO (See BUCYRUS)		
PORT CLINTON N41°31.12' W82°52.12' NOTAM FILE CLE.		DETROIT
NDB (MHW) 423 PCW at Carl R Keller Fld.		L-30F
PORT CLINTON		
CARL R KELLER FLD (PCW) 3 E UTC-5(-4DT) N41°30.98' W82°52.17'		DETROIT
590 B FUEL 100LL, JET A NOTAM FILE CLE		H-10G, L-30F
RWY 09-27: H5646X100 (ASPH) S-16, MIRL		IAP
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31'. Trees.		
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28'. Thld dsplcd 201'. Trees.		
RWY 18-36: H4001X75 (ASPH) MIRL		
RWY 18: Trees.	RWY 36: Road.	
AIRPORT REMARKS: Attended 1300-2300Z±. ACTIVATE MIRL Rwy 09-27 and Rwy 18-36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.		
WEATHER DATA SOURCES: AWOS-3 118.775 (419) 734-9955		
COMMUNICATIONS: CTAF/UNICOM 122.8		
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)		
CLEVELAND APP/DEP CON 126.35		
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.		
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' 301° 10.9 NM to fld. 580/4W.		
PORT CLINTON NDB (MHW) 423 PCW N41°31.12' W82°52.12' at fld.		
COMM/NAV/WEATHER REMARKS: AWOS-3 ceiling unreliable.		
PORT COLUMBUS INTL (See COLUMBUS)		
PORTSMOUTH N38°46.91' W82°50.67' NOTAM FILE DAY.		CINCINNATI
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only.		L-22E

VOR/DME DQN 114.5 Chan 92	APP CRS 182°	Rwy Idg 3000 TDZE 1031 Apt Elev 1031
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VOR or GPS RWY 21
PHILLIPSBURG (3I7)

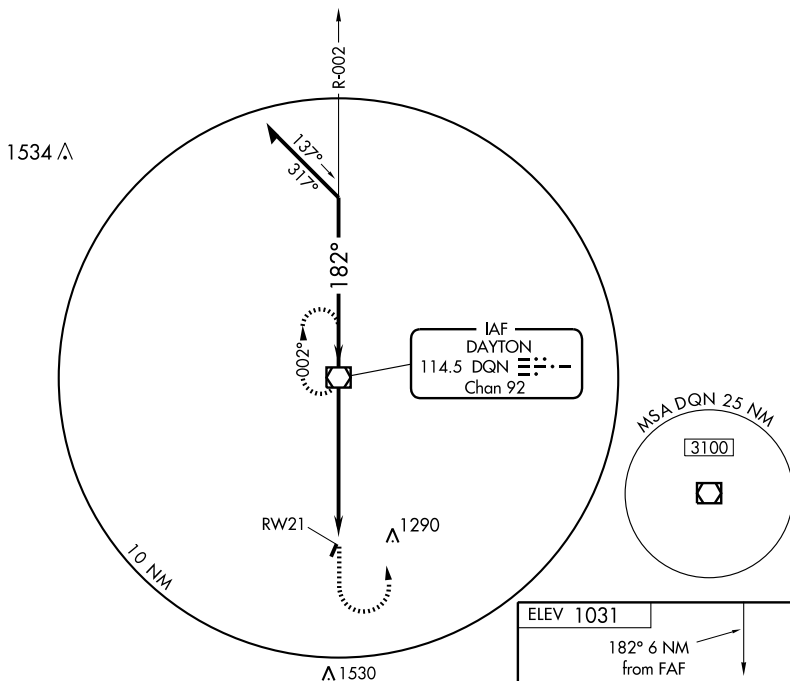


Use Dayton Intl altimeter setting.

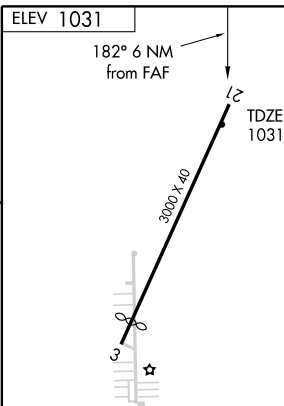
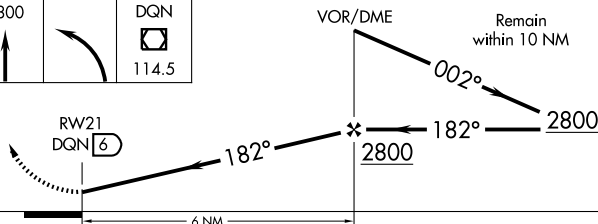
MISSED APPROACH: Climb to 2800 then left turn direct DQN VOR/DME and hold.

DAYTON APP CON
134.45 352.05

UNICOM
122.7 (CTAF)



EC-2. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-21	1420-1 389 (400-1)			NA
CIRCLING	1540-1 509 (600-1)		1540-1½ 509 (600-1½)	NA

LIRL Rwy 3-21					
REIL Rwy 3 and 21					
FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

PHILLIPSBURG (317) 0 N UTC-5(-4DT) N39°54.80' W84°24.03'		CINCINNATI
1031 B S4 FUEL 100LL NOTAM FILE DAY		L-27E
RWY 03-21: H3000X40 (ASPH) LIRL		IAP
RWY 03: REIL. Thld dsplcd 130'. Tree.	RWY 21: REIL. Trees.	
AIRPORT REMARKS: Attended 1400-2300Z±. Arpt CLOSED to helicopter training. Do not fly over school 2100' S of arpt in line with rwy. Rwy 03-21 2416' lgtd between dsplcd thlds only.		
COMMUNICATIONS: CTAF/UNICOM 122.7		
(R) DAYTON APP CON 134.45 (181°-359°)	(R) DAYTON DEP CON 134.45 (181°-359°) 118.0	
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.		
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99' W84°23.81' 183° 6.2 NM to fld. 990/1W.		HIWAS.
PICKAWAY CO MEM (See CIRCLEVILLE)		
PICKL N39°52.86' W82°50.17'. NOTAM FILE LCK.		
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.		CINCINNATI
PIKE CO (See WAVERLY)		
PIQUA AIRPORT-HARTZELL FLD (I17) 3 NW UTC-5(-4DT) N40°09.88' W84°18.51'		DETROIT
994 B FUEL 100LL, JET A1+ NOTAM FILE DAY		L-27E
RWY 08-26: H3997X75 (ASPH) S-30, D-36 MIRL		IAP
RWY 08: REIL. Tree.	RWY 26: REIL. Tree.	
AIRPORT REMARKS: Attended 1300-2200Z±. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500' MSL SR-SS. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26—CTAF.		
COMMUNICATIONS: CTAF/UNICOM 123.0		
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)		
(R) DAYTON APP/DEP CON 118.425 (360°-090°) 134.45 (181°-359°)		
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.		
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99' W84°23.81' 026° 9.8 NM to fld. 990/1W.		HIWAS.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 244° 14.3 NM to fld. 1080/5W.		
PORTAGE CO (See RAVENNA)		
PORT BUCYRUS-CRAWFORD CO (See BUCYRUS)		
PORT CLINTON N41°31.12' W82°52.12' NOTAM FILE CLE.		DETROIT
NDB (MHW) 423 PCW at Carl R Keller Fld.		L-30F
PORT CLINTON		
CARL R KELLER FLD (PCW) 3 E UTC-5(-4DT) N41°30.98' W82°52.17'		DETROIT
590 B FUEL 100LL, JET A NOTAM FILE CLE		H-10G, L-30F
RWY 09-27: H5646X100 (ASPH) S-16, MIRL		IAP
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31'. Trees.		
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28'. Thld dsplcd 201'. Trees.		
RWY 18-36: H4001X75 (ASPH) MIRL		
RWY 18: Trees.	RWY 36: Road.	
AIRPORT REMARKS: Attended 1300-2300Z±. ACTIVATE MIRL Rwy 09-27 and Rwy 18-36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.		
WEATHER DATA SOURCES: AWOS-3 118.775 (419) 734-9955		
COMMUNICATIONS: CTAF/UNICOM 122.8		
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)		
CLEVELAND APP/DEP CON 126.35		
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.		
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' 301° 10.9 NM to fld. 580/4W.		
PORT CLINTON NDB (MHW) 423 PCW N41°31.12' W82°52.12' at fld.		
COMM/NAV/WEATHER REMARKS: AWOS-3 ceiling unreliable.		
PORT COLUMBUS INTL (See COLUMBUS)		
PORTSMOUTH N38°46.91' W82°50.67' NOTAM FILE DAY.		CINCINNATI
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only.		L-22E

APP CRS 081°	Rwy Idg TDZE 994	3997
	Apt Elev 994	

RNAV (GPS) RWY 8

PIQUA AIRPORT-HARTZELL FIELD (I17)

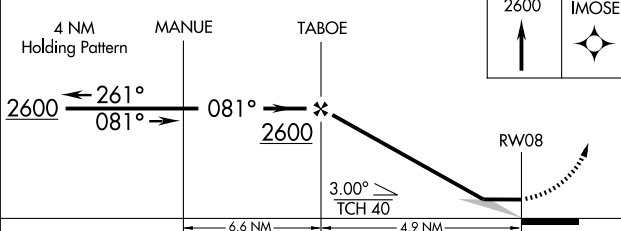
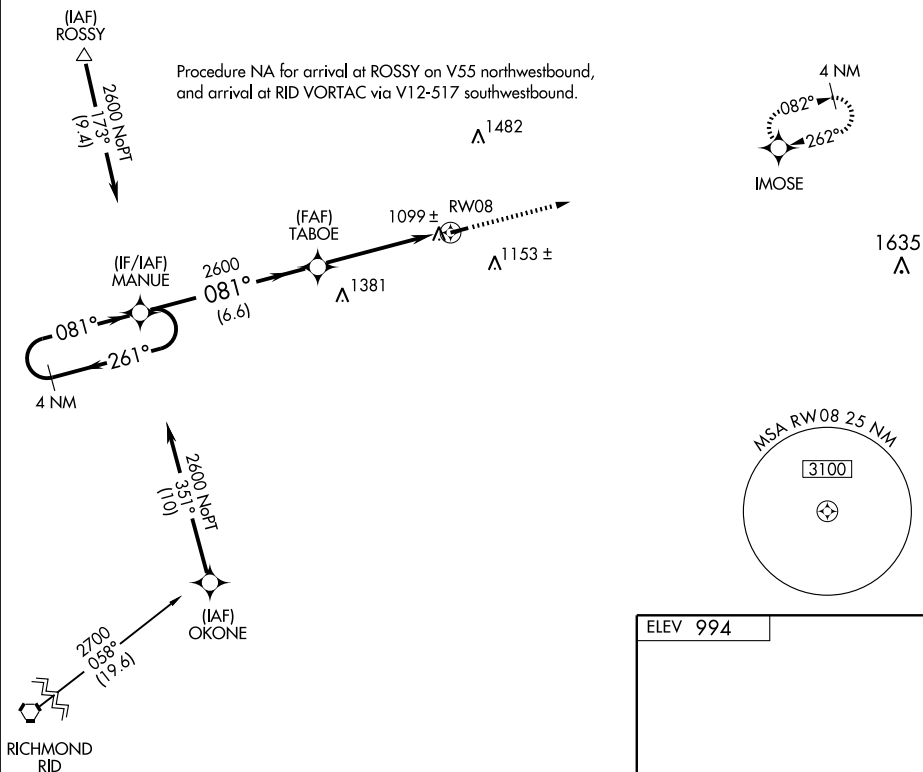


Use James M. Cox Dayton Int'l altimeter setting.
DME/DME RNP-0.3 NA.

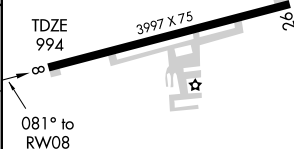
MISSED APPROACH: Climb to
2600 direct IMOSE WP and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

UNICOM
123.0 (CTAF)



ELEV 994



CATEGORY	A	B	C	D
LNAV MDA	1400-1	406 (500-1)	1400-1 1/4	406 (500-1 1/4)
CIRCLING	1440-1 446 (500-1)	1460-1 466 (500-1)	1460-1 1/2 466 (500-1 1/2)	1560-2 566 (600-2)

MIRL Rwy 8-26
 REIL Rwy 8 and 26

APP CRS 262°	Rwy ldg TDZE Apt Elev	3997 987 994
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RNAV (GPS) RWY 26

PIQUA AIRPORT-HARTZELL FIELD (I17)

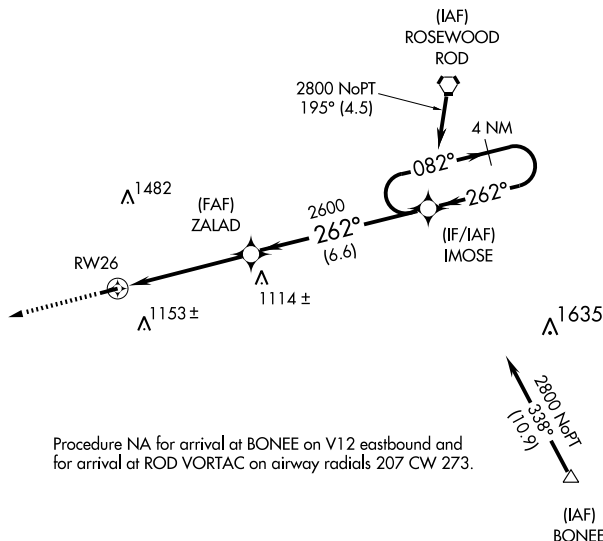


Use James M. Cox Dayton Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
2600 direct MANUE WP and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

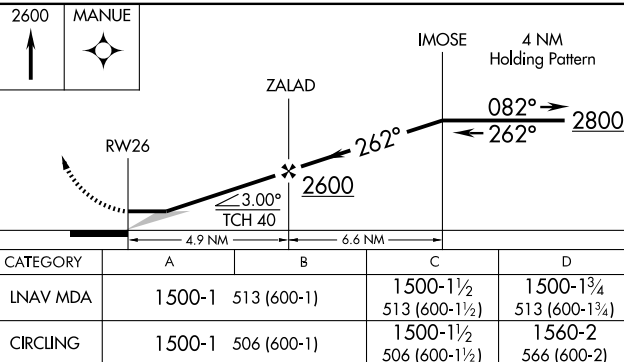
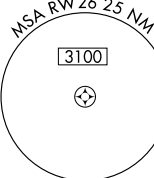
UNICOM
123.0 (CTAF) 0



ELEV 994

262° to
RW26
TDZE
987

3997 X 75



MIRL Rwy 8-26 0
REIL Rws 8 and 26 0

VOR/DME DQN 114.5 Chan 92	APP CRS 025°	Rwy Idg TDZE Apt Elev	N/A N/A 994
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VOR-A

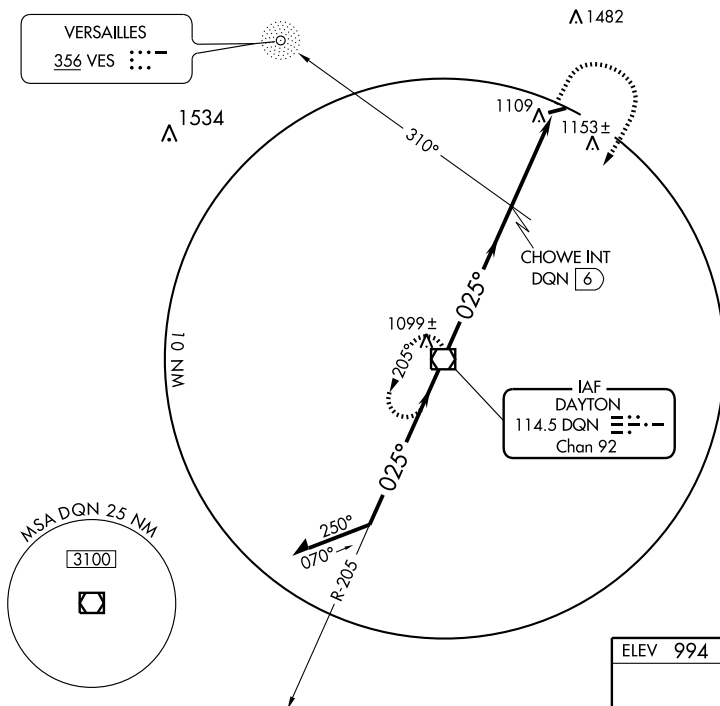
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA Use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DQN VOR/DME and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

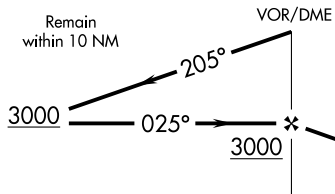
UNICOM
123.0 (CTAF) 0



MSA DQN 25 NM

3100

ELEV 994



3000

DQN

114.5

CHOWE

DQN (6)

DQN

(9.6)

1580

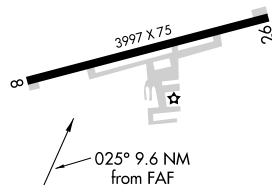
6 NM

3.6 NM

CATEGORY	A	B	C	D
CIRCLING	1580-1	586 (600-1)	1580-1½ 586 (600-1½)	1580-2 586 (600-2)

CHOWE FIX MINIMUMS

CIRCLING	1460-1	466 (500-1)	1460-1½ 466 (500-1½)	1560-2 566 (600-2)
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MIRL Rwy 8-26 0
REIL Rwys 8 and 26 0

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

VOR-A

VORTAC ROD	APP CRS	Rwy Idg	3997
117.5	243°	TDZE	987
Chan 122		Apt Elev	994

VOR RWY 26

PIQUA AIRPORT-HARTZELL FIELD (I17)

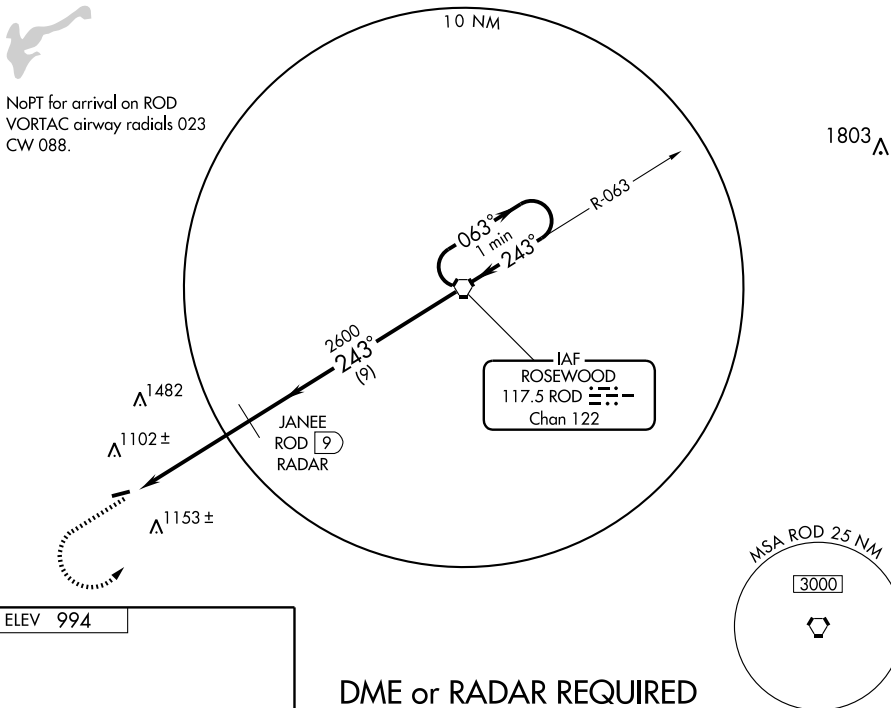
▲ NA Use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

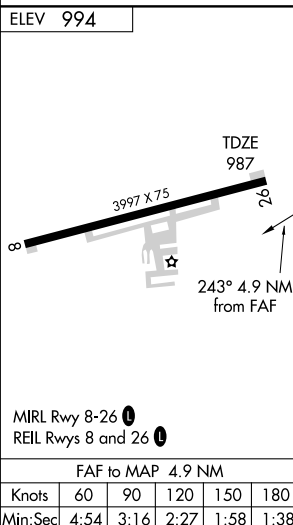
DAYTON APP CON
118.425 134.45 294.5 352.05

UNICOM
123.0 (CTAF) 0

NoPT for arrival on ROD
VORTAC airway radials 023
CW 088.



DME or RADAR REQUIRED



MIRL Rwy 8-26 0
REIL Rwy 8 and 26 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

PIQUA, OHIO
Amdt 6A 09295

3000

ROD

117.5

JANEE

ROD

9

RADAR

VORTAC

One Minute Holding Pattern

ROD

13.9

2600

243°

063°

2800

243°

4.9 NM

9 NM

CATEGORY	A	B	C	D
S-26	1500-1	513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1	506 (600-1)	1500-1½ 506 (600-1½)	1560-2 565 (600-2)

PIQUA AIRPORT-HARTZELL FIELD (I17)

VOR RWY 26

40°10'N - 84°19'W

PHILLIPSBURG (317) 0 N UTC-5(-4DT) N39°54.80' W84°24.03'		CINCINNATI
1031 B S4 FUEL 100LL NOTAM FILE DAY		L-27E
RWY 03-21: H3000X40 (ASPH) LIRL		IAP
RWY 03: REIL. Thld dsplcd 130'. Tree.	RWY 21: REIL. Trees.	
AIRPORT REMARKS: Attended 1400-2300Z±. Arpt CLOSED to helicopter training. Do not fly over school 2100' S of arpt in line with rwy. Rwy 03-21 2416' lgtd between dsplcd thlds only.		
COMMUNICATIONS: CTAF/UNICOM 122.7		
(R) DAYTON APP CON 134.45 (181°-359°)	(R) DAYTON DEP CON 134.45 (181°-359°) 118.0	
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.		
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99' W84°23.81' 183° 6.2 NM to fld. 990/1W.		HIWAS.
PICKAWAY CO MEM (See CIRCLEVILLE)		
PICKL N39°52.86' W82°50.17'. NOTAM FILE LCK.		
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.		CINCINNATI
PIKE CO (See WAVERLY)		
PIQUA AIRPORT-HARTZELL FLD (I17) 3 NW UTC-5(-4DT) N40°09.88' W84°18.51'		DETROIT
994 B FUEL 100LL, JET A1+ NOTAM FILE DAY		L-27E
RWY 08-26: H3997X75 (ASPH) S-30, D-36 MIRL		IAP
RWY 08: REIL. Tree.	RWY 26: REIL. Tree.	
AIRPORT REMARKS: Attended 1300-2200Z±. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500' MSL SR-SS. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26—CTAF.		
COMMUNICATIONS: CTAF/UNICOM 123.0		
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)		
(R) DAYTON APP/DEP CON 118.425 (360°-090°) 134.45 (181°-359°)		
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.		
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99' W84°23.81' 026° 9.8 NM to fld. 990/1W.		HIWAS.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 244° 14.3 NM to fld. 1080/5W.		
PORTAGE CO (See RAVENNA)		
PORT BUCYRUS-CRAWFORD CO (See BUCYRUS)		
PORT CLINTON N41°31.12' W82°52.12' NOTAM FILE CLE.		DETROIT
NDB (MHW) 423 PCW at Carl R Keller Fld.		L-30F
PORT CLINTON		
CARL R KELLER FLD (PCW) 3 E UTC-5(-4DT) N41°30.98' W82°52.17'		DETROIT
590 B FUEL 100LL, JET A NOTAM FILE CLE		H-10G, L-30F
RWY 09-27: H5646X100 (ASPH) S-16, MIRL		IAP
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31'. Trees.		
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28'. Thld dsplcd 201'. Trees.		
RWY 18-36: H4001X75 (ASPH) MIRL		
RWY 18: Trees.	RWY 36: Road.	
AIRPORT REMARKS: Attended 1300-2300Z±. ACTIVATE MIRL Rwy 09-27 and Rwy 18-36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.		
WEATHER DATA SOURCES: AWOS-3 118.775 (419) 734-9955		
COMMUNICATIONS: CTAF/UNICOM 122.8		
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)		
CLEVELAND APP/DEP CON 126.35		
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.		
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' 301° 10.9 NM to fld. 580/4W.		
PORT CLINTON NDB (MHW) 423 PCW N41°31.12' W82°52.12' at fld.		
COMM/NAV/WEATHER REMARKS: AWOS-3 ceiling unreliable.		
PORT COLUMBUS INTL (See COLUMBUS)		
PORTSMOUTH N38°46.91' W82°50.67' NOTAM FILE DAY.		CINCINNATI
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only.		L-22E

NDB PCW 423	APP CRS 276°	Rwy Idg TDZE Apt Elev	5445 588 590
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NDB RWY 27

PORT CLINTON / CARL R. KELLER FIELD (PCW)

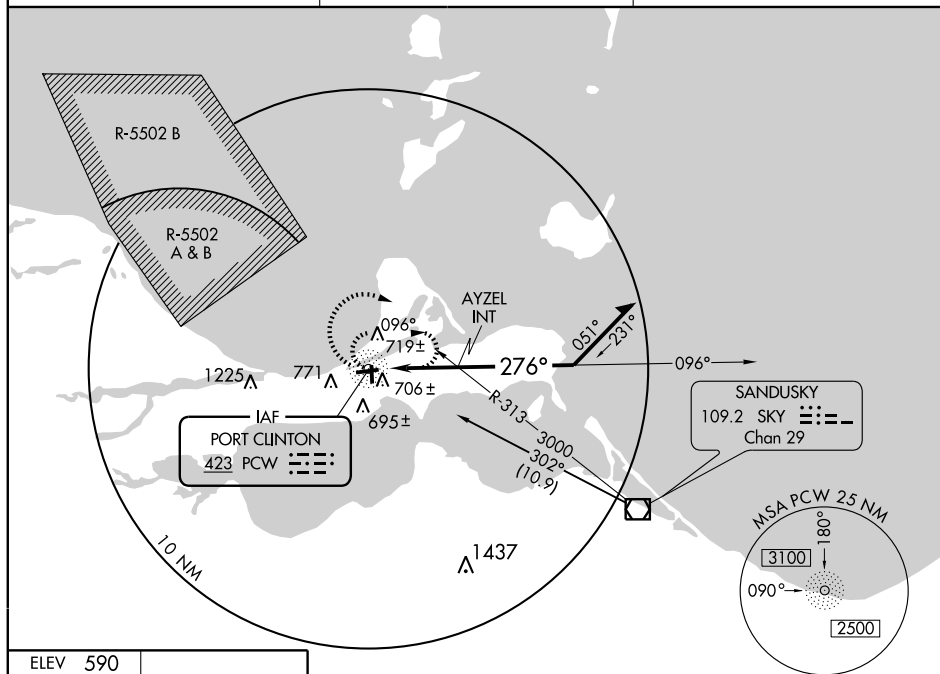
Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in PCW NDB holding pattern.

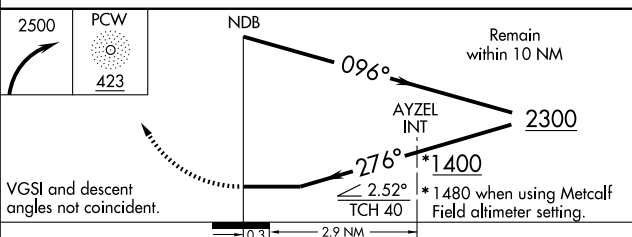
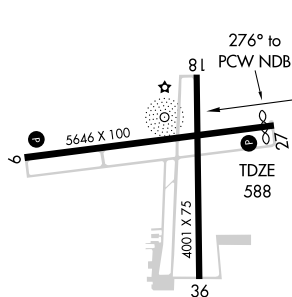
AWOS-3
118.775

CLEVELAND APP CON
126.35 354.025

UNICOM
122.8 (CTAF) 0



ELEV 590



CATEGORY	A	B	C	D
S-27	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 810 (900-1)	1400-1¼ 810 (900-1¼)	1400-2½ 810 (900-2½)	1400-2¾ 810 (900-2¾)
AYZEL FIX MINIMUMS				
S-27	1060-1	472 (500-1)	1060-1¼ 472 (500-1¼)	1060-1½ 472 (500-1½)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwy 9-27 and 18-36
 REIL Rwy 9 and 27

PORT CLINTON, OHIO
 Amdt 13A 09239

PORT CLINTON / CARL R. KELLER FIELD (PCW)

41°31'N - 82°52'W

NDB RWY 27

APP CRS **090°**
 Rwy ldg **5646**
 TDZE **590**
 Apt Elev **590**

RNAV (GPS) RWY 9

PORT CLINTON/CARL R. KELLER FIELD (PCW)

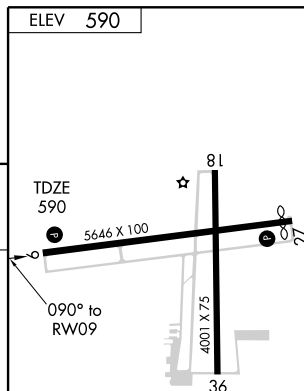
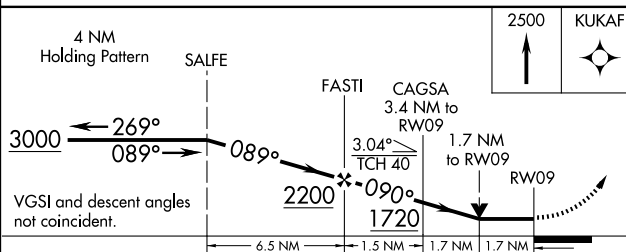
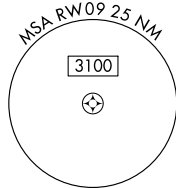
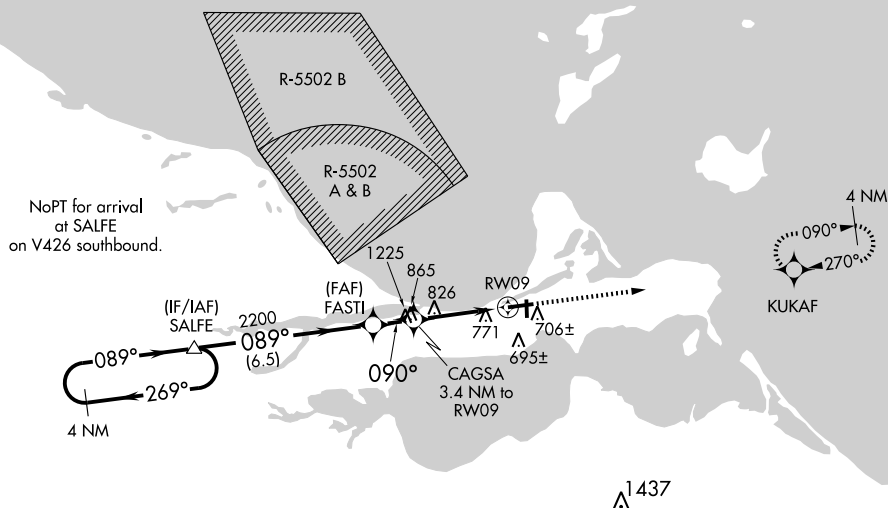
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, increase LNAV visibility Cat C and D $\frac{1}{4}$ mile, and Circling visibility Cat C $\frac{1}{4}$ mile. VDP NA when using Metcalf Field altimeter setting.

MISSED APPROACH:
 Climb to 2500 direct KUKAF and hold.

AWOS-3
118.775

CLEVELAND APP CON
126.35 354.025

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-1¾ 550 (600-1¾)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwy 9-27 and 18-36 0
 REIL Rwy 9 and 27 0

WAAS CH 58012 W27A	APP CRS 270°	Rwy Idg 5445 TDZE 588 Apt Elev 590
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RNAV (GPS) RWY 27

PORT CLINTON/CARL R. KELLER FIELD (PCW)

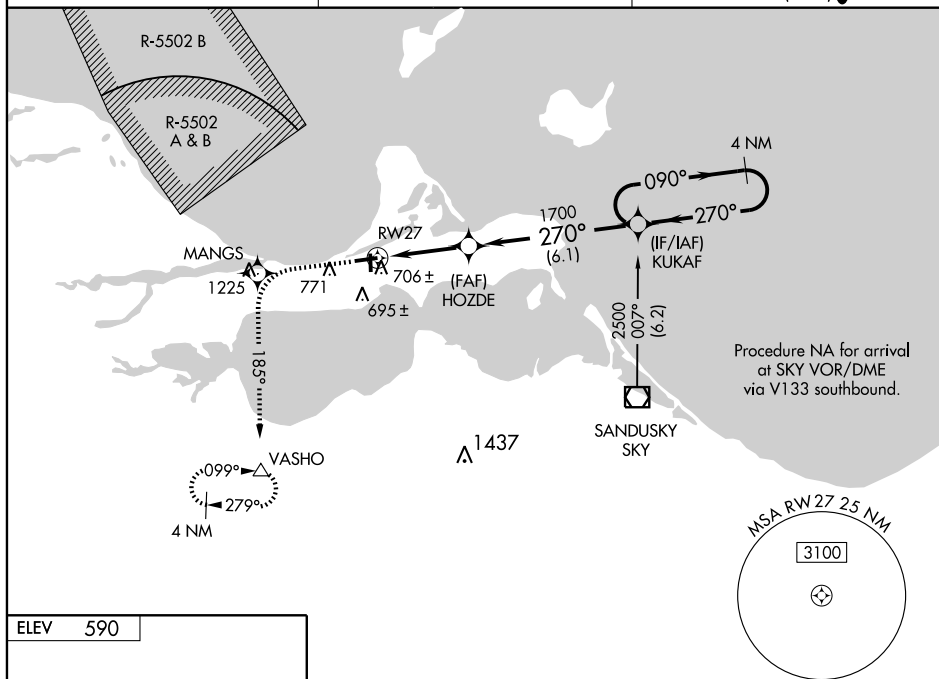
▼ Baro-VNAV NA when using Metcalf Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all DA 69 feet, and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV visibility Cat C and D ¼ mile, and Circling visibility Cat C ¼ mile.

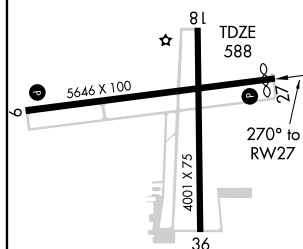
MISSED APPROACH: Climb to 3000 direct MANGS and via track 185° to VASHO and hold, continue climb-in-hold to 3000.

AWOS-3
118.775

CLEVELAND APP CON
126.35 354.025

UNICOM
122.8 (CTAF) **L**

ELEV	590
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MIRL Rwys 9-27 and 18-36 **L**
REIL Rwys 9 and 27 **L**

PORT CLINTON/CARL R. KELLER FIELD (PCW)

RNAV (GPS) RWY 27

Orig 09211

41°31'N - 82°52'W

EC-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 301°	Rwy Idg TDZE Apt Elev	N/A N/A 590
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VOR/DME-A

PORT CLINTON/CARL R. KELLER FIELD (PCW)

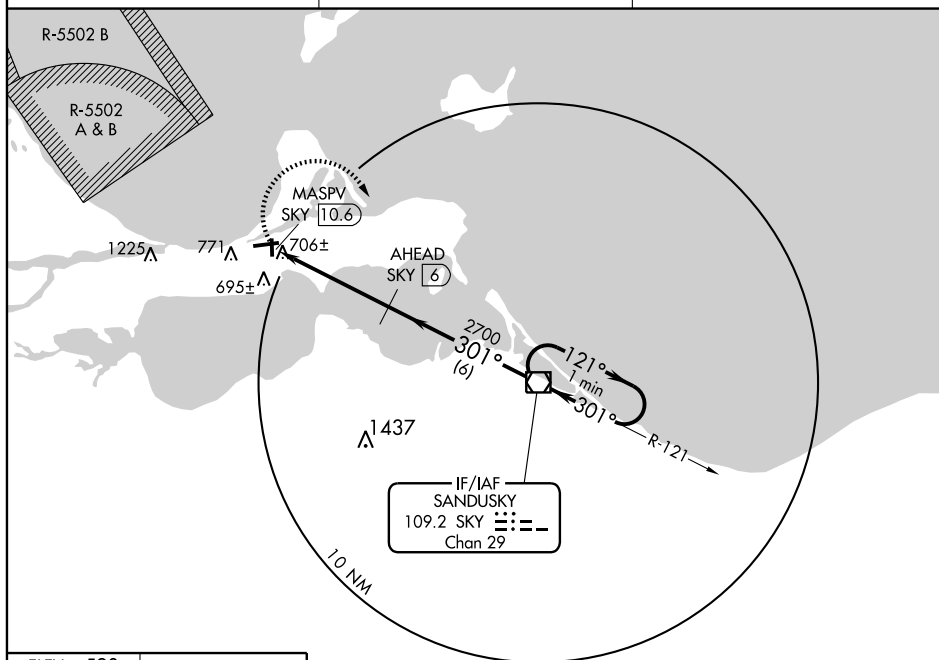
When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, and visibility Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

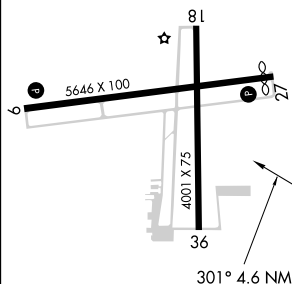
AWOS-3
118.775

CLEVELAND APP CON
126.35 354.025

UNICOM
122.8 (CTAF) **1**



ELEV 590

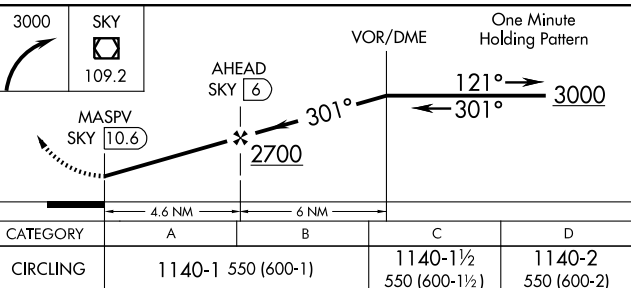


MIRL Rwy 9-27 and 18-36 **1**
REIL Rwy 9 and 27 **1**

NoPT for arrival
at SKY VOR/DME
on airway radials 105 CW 179.

MSA SKY 25 NM

2500



PORT CLINTON, OHIO

Amdt 9 09211

PORT CLINTON/CARL R. KELLER FIELD (PCW)

41°31'N - 82°52'W

VOR/DME-A

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

PORTSMOUTH**GREATER PORTSMOUTH RGNL** (PMH) 10 NE UTC-5(-4DT)

N38°50.43' W82°50.84'

663 B S4 FUEL 100LL, JET A1+ NOTAM FILE DAY

RWY 18-36: H5001X100 (ASPH) S-30, D-42, 2D-70 MIRL

RWY 18: REIL. PAPI(P4L) TCH 26'. Trees.

RWY 36: REIL. PAPI(P4L) TCH 31'. Tree.

AIRPORT REMARKS: Attended Apr-Dec 1300-0100Z†, Jan-Mar 1300-0000Z†. Hill obstruction lgts 460' abv arpt (1124' MSL) 1 mile S and 410' abv arpt (1074' MSL) ½ mile NW. Acft not visible from one rwy end to another or no line of sight between rwy ends. Rwy 36 REIL OTS indef. Ldg fee for commercial acft waived with fuel purchase. ACTIVATE MIRL Rwy 18-36; REIL Rwy 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.175 (740) 820-2500.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ HUNTINGTON APP/DEP CON 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65'

W82°58.70' 033° 13.3 NM to fld. 1040/5W.

PORTSMOUTH NDB (MHW) 373 PMH N38°46.91' W82°50.67'

002° 3.5 NM to fld. NOTAM FILE DAY. VFR only.

**PUT IN BAY** (3W2) 1 SW UTC-5(-4DT) N41°38.20' W82°49.70'

DETROIT

595 NOTAM FILE CLE

RWY 03-21: H2870X75 (ASPH)

RWY 03: Thld dspcd 452'. Trees. Rgt tfc.

RWY 21: Thld dspcd 657'. Trees.

AIRPORT REMARKS: Attended May-Sept 1300-0100Z†, Oct-Apr 1230-2230Z†. Acft ops prohibited dusk-dawn. Expect moderate turbulence on departure and approach when wind exceeds 10 knots. Acft Indg Rwy 21 or departing Rwy 03 stay 1000' clear of Perry's Monument 352' AGL/942' MSL 1½ miles NE of arpt. No touch and go ldg; no student training. Parking/ramp fees are collected for all private or commercial acft. All pilots are required to check into the arpt office at the time of arrival. No tiedown ropes provided; please bring your own set. All acft are required to shut down engine(s) prior to enplaning/deplaning passengers.

COMMUNICATIONS: CTAF/UNICOM 122.8**PUTNAM CO** (See OTTAWA)**RADNOR****PACKER** (5E9) 3 NW UTC-5(-4DT) N40°24.48' W83°13.16'

DETROIT

918 S4 FUEL 100LL TPA-1818(900) NOTAM FILE DAY

RWY 09-27: 3470X90 (TURF)

RWY 09: Thld dspcd 120'. Road.

RWY 27: Trees.

AIRPORT REMARKS: Attended continuously. Rwy 09-27 marked by cones.**COMMUNICATIONS:** CTAF 122.9**RAVENNA****PORTAGE CO** (29G) 3 N UTC-5(-4DT) N41°12.61' W81°15.10'

DETROIT

1197 B FUEL 100LL, JET A NOTAM FILE CLE

RWY 09-27: H3500X75 (ASPH) MIRL

RWY 09: REIL. Trees.

RWY 27: REIL. PAPI(P4L).

AIRPORT REMARKS: Attended 1300Z†-dusk. 24 hr self svc fuel. Paraglider ops by permit only. Deer on and invof arpt.

All areas off rwy surface soft when wet or thawing. ACTIVATE MIRL Rwy 09-27; REIL Rwy 09 and Rwy 27 and

PAPI Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (330) 298-9353.**COMMUNICATIONS:** CTAF/UNICOM 123.05

AKRON RCO 122.1R, 114.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z†) CLNC DEL 125.65

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47' W81°12.09' 344° 6.5 NM to fld. 1194/4W.

READER-BOTSFORD (See WELLINGTON)**RED STEWART AIRFIELD** (See WAYNESVILLE)

WAAS CH 45907 W18A	APP CRS 183°	Rwy Idg TDZE 663 Apt Elev 663
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RNAV (GPS) RWY 18

PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

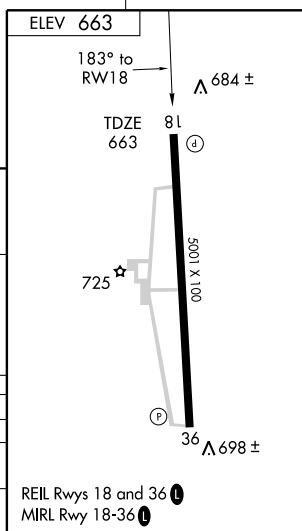
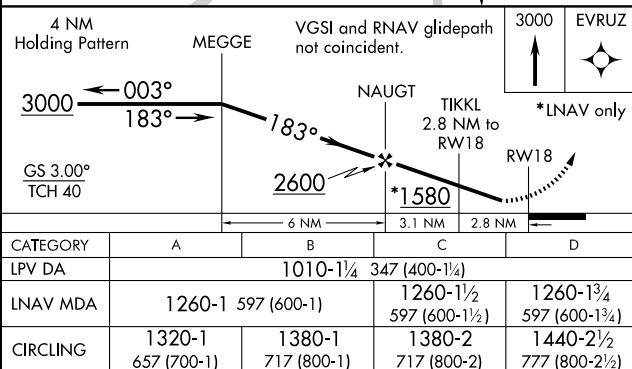
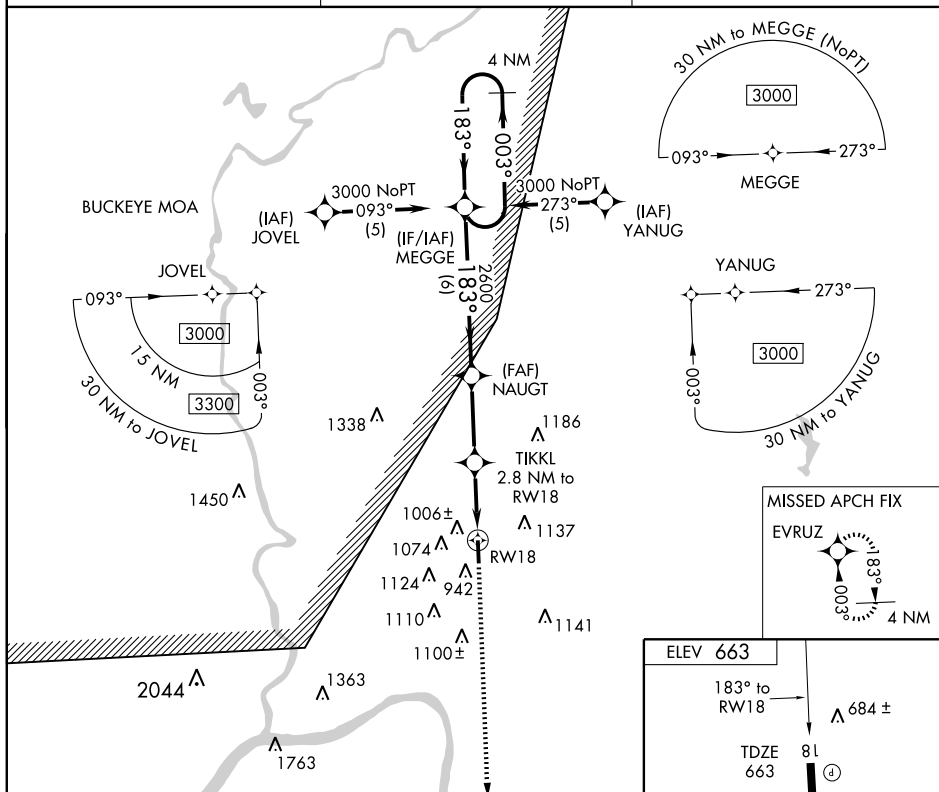
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat C, D visibility ½ mile and Circling Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct EVRUZ and hold.

AWOS-3
125.175

HUNTINGTON APP CON
128.4 270.1

UNICOM
122.8 (CTAF) 0



WAAS CH 70408 W36A	APP CRS 003°	Rwy Idg TDZE 662 Apt Elev 663
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RNAV (GPS) RWY 36

PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

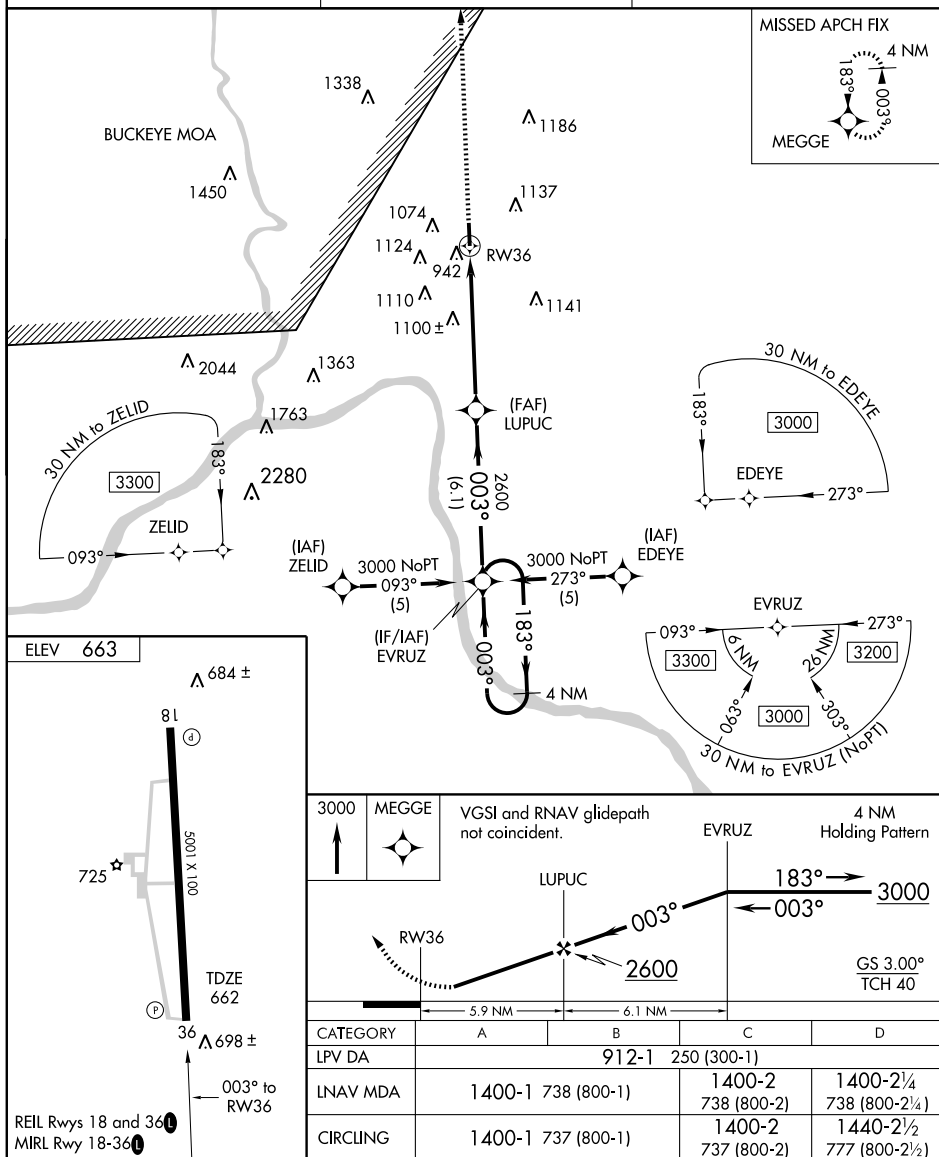
▽ When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility $\frac{1}{4}$ mile all Cats, LNAV Cat B visibility $\frac{1}{4}$ mile, Cat C, D visibility $\frac{1}{2}$ mile, and Circling Cat B visibility $\frac{1}{4}$ mile, Cat C visibility $\frac{1}{2}$ mile and Cat D visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct MEGGE and hold.

AWOS-3
125.175

HUNTINGTON APP CON
128.4 270.1

UNICOM
122.8 (CTAF) 0



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

VORTAC YRK 112.8 Chan 75	APP CRS 033°	Rwy Idg TDZE Apt Elev N/A N/A 663
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VOR/DME-A

PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

▼ When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 100 feet and increase Cat B, D visibility $\frac{1}{4}$ mile, Cat C visibility $\frac{1}{2}$ mile.

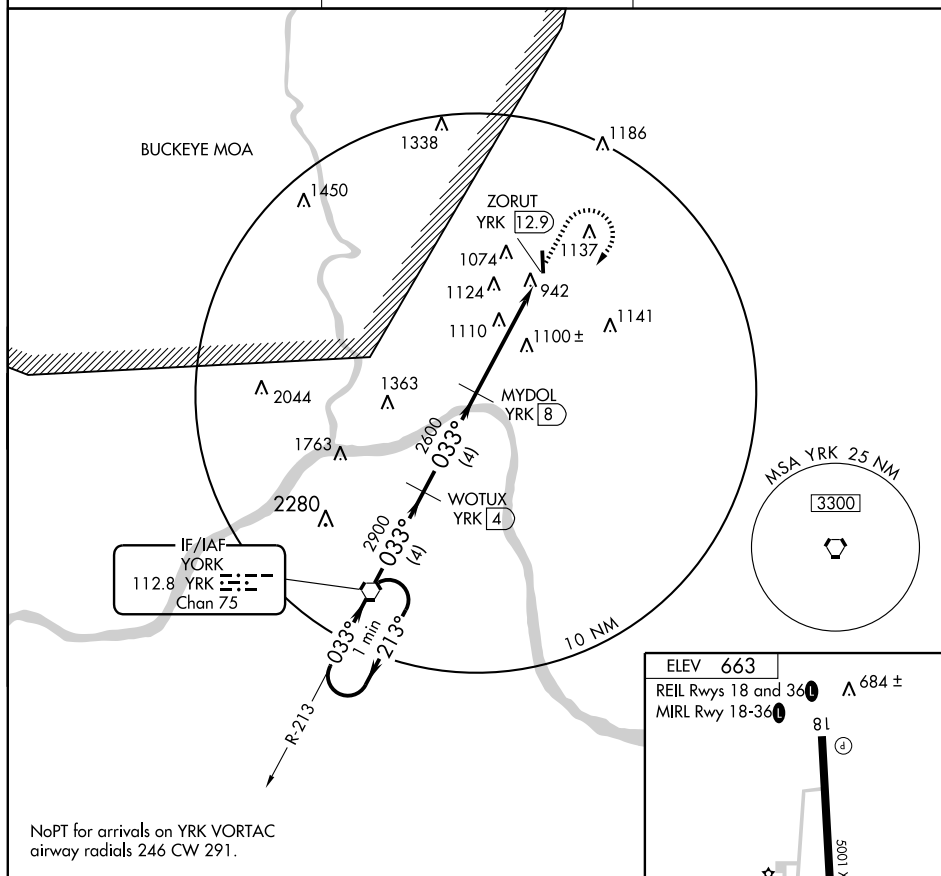
▲ NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct YRK VORTAC and hold.

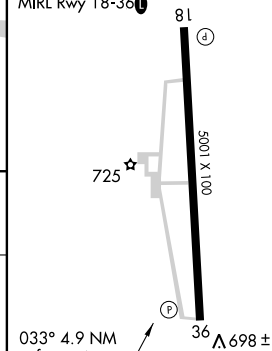
AWOS-3
125.175

HUNTINGTON APP CON
128.4 270.1

UNICOM
122.8 (CTAF) 0

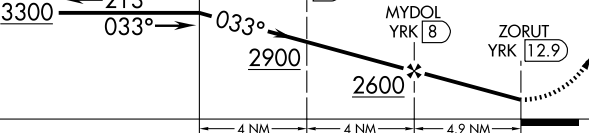


ELEV 663
REIL Rwy 18 and 36
MIRL Rwy 18-36



One Minute
Holding Pattern

3300 ← 213° → 033° → 033°



CATEGORY	A	B	C	D
CIRCLING	1380-1	717 (800-1)	1380-2 717 (800-2)	1440-2½ 777 (800-2½)

PORTSMOUTH**GREATER PORTSMOUTH RGNL** (PMH) 10 NE UTC-5(-4DT)

N38°50.43' W82°50.84'

663 B S4 FUEL 100LL, JET A1+ NOTAM FILE DAY

RWY 18-36: H5001X100 (ASPH) S-30, D-42, 2D-70 MIRL

RWY 18: REIL. PAPI(P4L) TCH 26'. Trees.

RWY 36: REIL. PAPI(P4L) TCH 31'. Tree.

AIRPORT REMARKS: Attended Apr-Dec 1300-0100Z†, Jan-Mar 1300-0000Z†. Hill obstruction lgts 460' abv arpt (1124' MSL) 1 mile S and 410' abv arpt (1074' MSL) ½ mile NW. Acft not visible from one rwy end to another or no line of sight between rwy ends. Rwy 36 REIL OTS indef. Ldg fee for commercial acft waived with fuel purchase. ACTIVATE MIRL Rwy 18-36; REIL Rwy 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.175 (740) 820-2500.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ HUNTINGTON APP/DEP CON 128.4

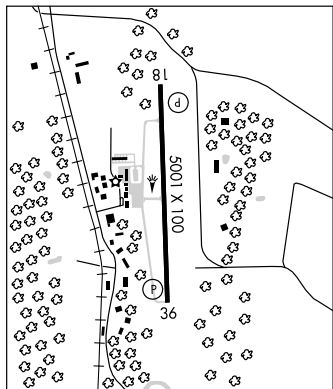
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65'

W82°58.70' 033° 13.3 NM to fld. 1040/5W.

PORTSMOUTH NDB (MHW) 373 PMH N38°46.91' W82°50.67'

002° 3.5 NM to fld. NOTAM FILE DAY. VFR only.

**PUT IN BAY** (3W2) 1 SW UTC-5(-4DT) N41°38.20' W82°49.70'

DETROIT

595 NOTAM FILE CLE

RWY 03-21: H2870X75 (ASPH)

RWY 03: Thld dspcd 452'. Trees. Rgt tfc.

RWY 21: Thld dspcd 657'. Trees.

AIRPORT REMARKS: Attended May-Sept 1300-0100Z†, Oct-Apr 1230-2230Z†. Acft ops prohibited dusk-dawn. Expect moderate turbulence on departure and approach when wind exceeds 10 knots. Acft Indg Rwy 21 or departing Rwy 03 stay 1000' clear of Perry's Monument 352' AGL/942' MSL 1½ miles NE of arpt. No touch and go ldg; no student training. Parking/ramp fees are collected for all private or commercial acft. All pilots are required to check into the arpt office at the time of arrival. No tiedown ropes provided; please bring your own set. All acft are required to shut down engine(s) prior to enplaning/deplaning passengers.

COMMUNICATIONS: CTAF/UNICOM 122.8**PUTNAM CO** (See OTTAWA)**RADNOR****PACKER** (5E9) 3 NW UTC-5(-4DT) N40°24.48' W83°13.16'

DETROIT

918 S4 FUEL 100LL TPA-1818(900) NOTAM FILE DAY

RWY 09-27: 3470X90 (TURF)

RWY 09: Thld dspcd 120'. Road.

RWY 27: Trees.

AIRPORT REMARKS: Attended continuously. Rwy 09-27 marked by cones.**COMMUNICATIONS:** CTAF 122.9**RAVENNA****PORTAGE CO** (29G) 3 N UTC-5(-4DT) N41°12.61' W81°15.10'

DETROIT

1197 B FUEL 100LL, JET A NOTAM FILE CLE

RWY 09-27: H3500X75 (ASPH) MIRL

RWY 09: REIL. Trees.

RWY 27: REIL. PAPI(P4L).

AIRPORT REMARKS: Attended 1300Z†-dusk. 24 hr self svc fuel. Paraglider ops by permit only. Deer on and invof arpt.

All areas off rwy surface soft when wet or thawing. ACTIVATE MIRL Rwy 09-27; REIL Rwy 09 and Rwy 27 and

PAPI Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (330) 298-9353.**COMMUNICATIONS:** CTAF/UNICOM 123.05

AKRON RCO 122.1R, 114.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z†) CLNC DEL 125.65

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47' W81°12.09' 344° 6.5 NM to fld. 1194/4W.

READER-BOTSFORD (See WELLINGTON)**RED STEWART AIRFIELD** (See WAYNESVILLE)

VOR/DME ACO 114.4 Chan 91	APP CRS 269°	Rwy Idg TDZE Apt Elev	3500 1197 1197
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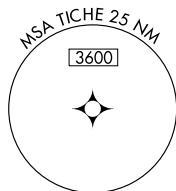
VOR/DME RNAV or GPS RWY 27

RAVENNA/ PORTAGE COUNTY (29G)



Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct ACO VOR/DME and hold.

AWOS-3
118.675AKRON-CANTON APP CON ★
118.6 371.875CLNC DEL
125.65UNICOM
123.05 (CTAF) ①

MAP
TICHE
N41°12.64'-W81°14.72'
114.4 ACO 346.2° 6.5
1200

1637

(FAF)
(ETJUB)5 NM from MAP WP
N41°13.06'-W81°08.12'(IAF)
YOUNGSTOWN

4 NM

2800 NoPT

252°

(17.1)

2800

269°

(5)

089°

269°

IAF
WHINR
N41°13.48'-W81°01.52'
114.4 ACO 052.7°-10.6
1200

AKRON

114.4 ACO
Chan 91

ELEV 1197

269° to
MAP WP

3500 X 75

27

TDZE
1197

2800

ACO

114.4

(ETJUB)
5 NM from
MAP WPWHINR
WP4 NM
Holding PatternTICHE
MAP WP

269°

2800

089°

269°

2800

CATEGORY

A

B

C

D

S-27

1760-1

563 (600-1)

1760-1½

563 (600-1½)

NA

CIRCLING

1800-1

603 (700-1)

1800-1¾

603 (700-1¾)

NA

REIL Rwy 9 and 27 ①

MIRL Rwy 9-27 ①

VOR/DME ACO 114.4 Chan 91	APP CRS 344°	Rwy Idg TDZE Apt Elev	N/A N/A 1197
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VOR or GPS-A

RAVENNA/ PORTAGE COUNTY (29G)

A NA Use Akron-Canton altimeter setting.

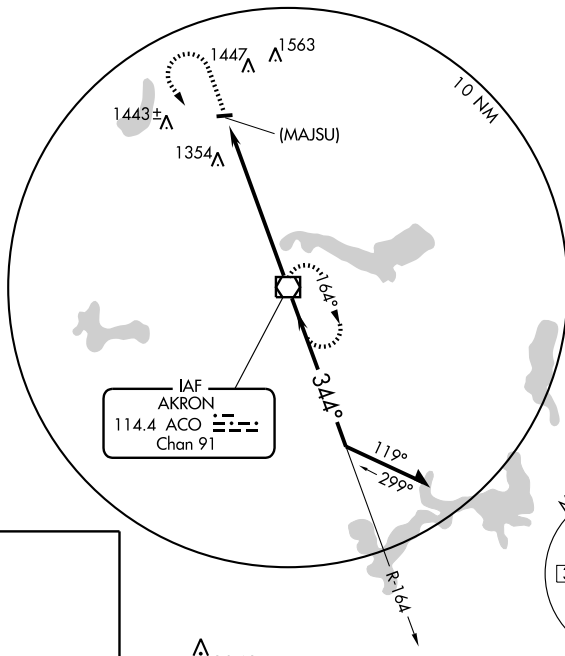
MISSED APPROACH: Climb to 2800, then left turn direct ACO VOR/DME and hold.

AWOS-3
118.675

AKRON-CANTON APP CON ★
118.6 371.875

CLNC DEL
125.65

UNICOM
123.05 (CTAF) **L**



ELEV 1197



344° 6.5 NM
from FAF

REIL Rwy 9 and 27 **L**
MIRL Rwy 9-27 **L**

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

2800

ACO

1144

VOR/DME

Remain
within 10 NM

(MAJSU)
ACO 6.5

CATEGORY

A

B

D

CIRCLING

1800-1 603 (700-1)

1800-1 3/4
603 (700-1 3/4)

NA

RAVENNA, OHIO

Amdt 5 10042

RAVENNA/ PORTAGE COUNTY (29G)

41°13'N - 81°15'W

VOR or GPS-A

VOR/DME ACO 114.4 Chan 91	APP CRS 126°	Rwy Idg TDZE Apt Elev	N/A N/A 1162
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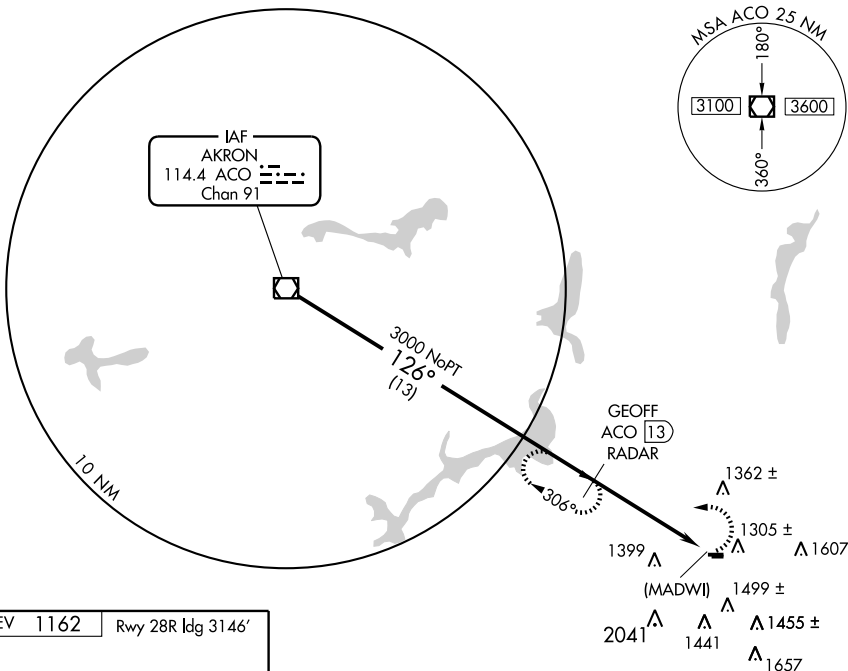
VOR or GPS-A
SALEM AIRPARK INC (38D)

▼ Obtain local altimeter on CTAF, when not received, use Youngstown altimeter setting.
▲ NA

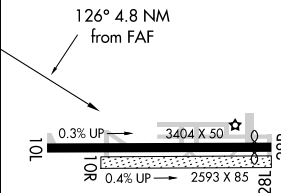
MISSED APPROACH: Climbing left turn to 3000 via ACO R-126 to GEOFF and hold.

AKRON-CANTON APP CON *
125.5 371.875

UNICOM
122.7 (CTAF) 0



ELEV 1162 Rwy 28R Idg 3146'



DME or RADAR REQUIRED

VOR/DME

3000

126°

3000

GEOFF ACO RADAR

13 NM

4.8 NM

(MADWI) ACO 17.8

3000

ACO R-126

GEOFF INT

CATEGORY	A	B	C	D
CIRCLING	1680-1	518 (600-1)	1720-1½ 558 (600-1½)	NA
YOUNGSTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	1740-1	578 (600-1)	1780-1¾ 618 (700-1¾)	NA

LRL Rwy 10L-28R 0

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SALEM, OHIO
Amdt 1 07354

40°57'N - 80°52'W

SALEM AIRPARK INC (38D)

VOR or GPS-A

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07' W82°39.29' NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W.

DETROIT
H-10G, L-30F

SANDUSKY CO RGNL (See FREMONT)**SANDUSKY**

GRIFFING–SANDUSKY (SKY) 3 SE UTC-5(-4DT) N41°26.00' W82°39.14'

DETROIT

580 B S4 FUEL 100LL, JET A AOE NOTAM FILE CLE

L-30F

RWY 09-27: H3559X60 (ASPH) S-9 LIRL

IAP

RWY 09: REIL. Thld dsplcd 183'. Road. RWY 27: PAPI(P4L). Tree.

RWY 18-36: H2593X40 (ASPH) LIRL

RWY 36: Thld dsplcd 405'. Road.

AIRPORT REMARKS: Attended 1300-0000Z†. Arpt CLOSED Christmas day. Waterfowl bird hazard adjacent to arpt. Deer on and in/ov arpt. Ldg fee. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF/UNICOM 123.0

SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)

CLEVELAND APP/DEP CON 126.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)**SEAGATE HELISTOP** (See TOLEDO)**SEBRING**

TRI-CITY (3G6) 1 SE UTC-5(-4DT) N40°54.36' W81°00.00'

DETROIT

1188 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 17-35: H2768X45 (ASPH) MIRL (NSTD)

IAP

RWY 17: Trees. RWY 35: Tree.

AIRPORT REMARKS: Attended 1400Z†-dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17-35—CTAF. Rwy 17-35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.

COMMUNICATIONS: CTAF 122.9

AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z†)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47' W81°12.09' 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC-5(-4DT) N40°52.39' W82°41.84'

DETROIT

1120 B S4 NOTAM FILE CLE

L-29A

RWY 18-36: H3174X50 (ASPH) S-5 LIRL (NSTD)

RWY 18: Road. RWY 36: P-line.

RWY 03-21: 1890X125 (TURF)

RWY 03: Tree. RWY 21: Road.

AIRPORT REMARKS: Attended 1100-2200Z†. Rwy 18-36 NSTD LIRL; Rwy 18 thld lgts 220' from rwy end.

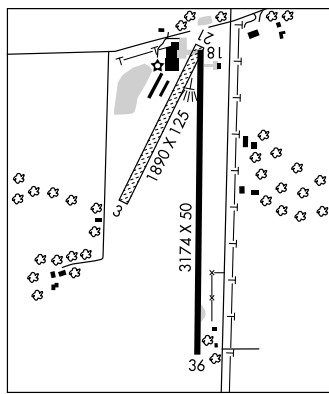
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 276° 4.9 NM to fld. 1210/3W



VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chgn 29		Apt Elev	580

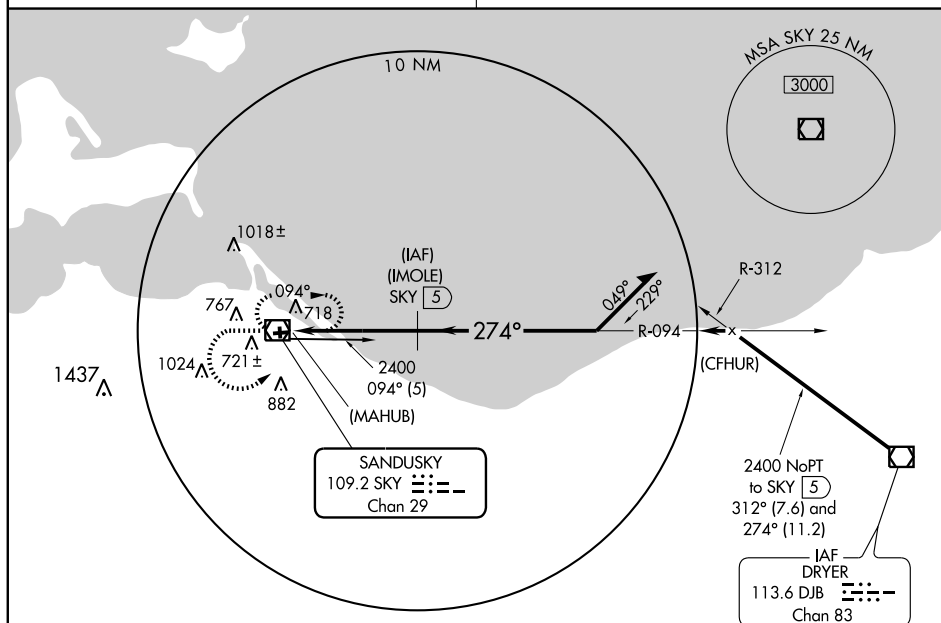
VOR/DME or GPS RWY 27
SANDUSKY/ GRIFFING SANDUSKY (SKY)

T Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

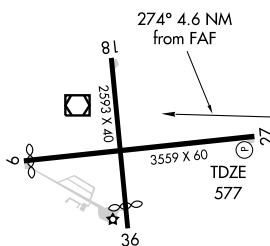
MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

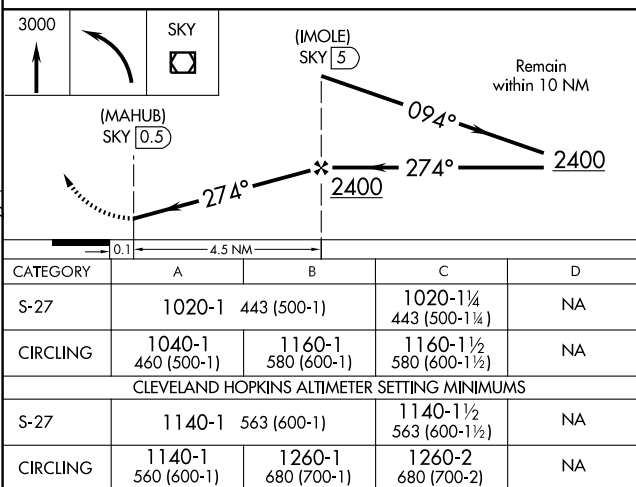
UNICOM
123.0 (CTAF)



ELEV 580



REIL Rwy 9
LIRL Rwy 9-27 and 18-36



SANDUSKY, OHIO
Amdt 2B 01JUL10

SANDUSKY/ GRIFFING SANDUSKY (SKY)
VOR/DME or GPS RWY 27

41°26'N - 82°39'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chgn 29		Apt Elev	580

VOR RWY 27

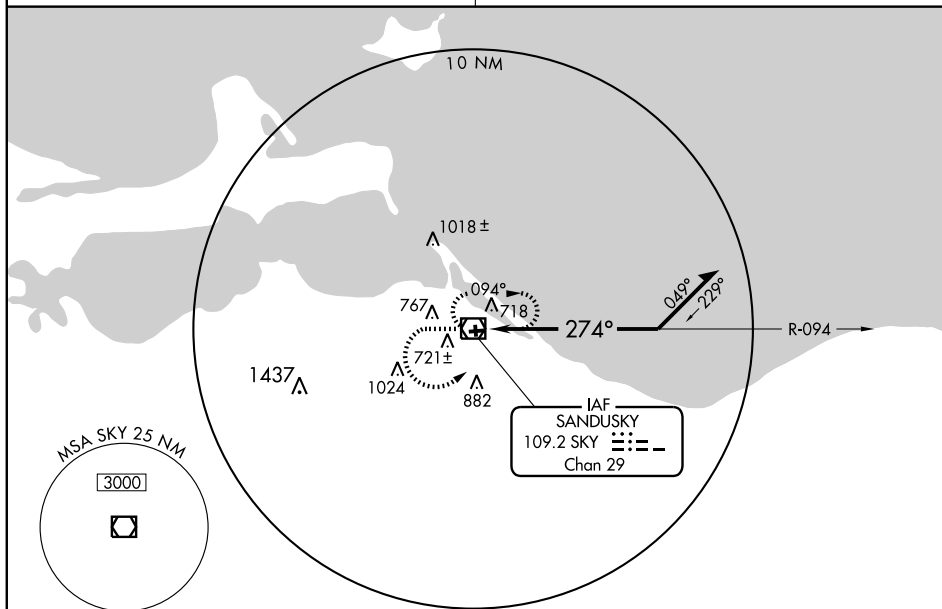
SANDUSKY/ GRIFFING SANDUSKY (SKY)

T
A NA Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

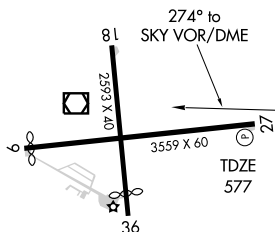
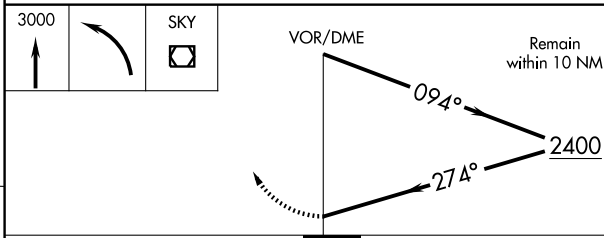
MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

UNICOM
123.0 (CTAF)



ELEV 580



CATEGORY	A	B	C	D
S-27	1080-1	503 (500-1)	1080-1½ 503 (500-1½)	NA
CIRCLING	1080-1 500 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1200-1	623 (700-1)	1200-1¾ 623 (700-1¾)	NA
CIRCLING	1200-1 620 (700-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA

REIL Rwy 9
LIRL Rwy 9-27 and 18-36

SANDUSKY, OHIO
Amdt 7B 01JUL10

SANDUSKY/ GRIFFING SANDUSKY (SKY)

VOR RWY 27

41°26'N - 82°39'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07' W82°39.29' NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W.

DETROIT
H-10G, L-30F

SANDUSKY CO RGNL (See FREMONT)**SANDUSKY**

GRIFFING–SANDUSKY (SKY) 3 SE UTC-5(-4DT) N41°26.00' W82°39.14'

DETROIT

580 B S4 FUEL 100LL, JET A AOE NOTAM FILE CLE

L-30F

RWY 09-27: H3559X60 (ASPH) S-9 LIRL

IAP

RWY 09: REIL. Thld dsplcd 183'. Road. RWY 27: PAPI(P4L). Tree.

RWY 18-36: H2593X40 (ASPH) LIRL

RWY 36: Thld dsplcd 405'. Road.

AIRPORT REMARKS: Attended 1300-0000Z†. Arpt CLOSED Christmas day. Waterfowl bird hazard adjacent to arpt. Deer on and in/ov arpt. Ldg fee. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF/UNICOM 123.0

SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)

CLEVELAND APP/DEP CON 126.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)**SEAGATE HELISTOP** (See TOLEDO)**SEBRING**

TRI-CITY (3G6) 1 SE UTC-5(-4DT) N40°54.36' W81°00.00'

DETROIT

1188 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 17-35: H2768X45 (ASPH) MIRL (NSTD)

IAP

RWY 17: Trees. RWY 35: Tree.

AIRPORT REMARKS: Attended 1400Z†-dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17-35—CTAF. Rwy 17-35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.

COMMUNICATIONS: CTAF 122.9

AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z†)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47' W81°12.09' 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC-5(-4DT) N40°52.39' W82°41.84'

DETROIT

1120 B S4 NOTAM FILE CLE

L-29A

RWY 18-36: H3174X50 (ASPH) S-5 LIRL (NSTD)

RWY 18: Road. RWY 36: P-line.

RWY 03-21: 1890X125 (TURF)

RWY 03: Tree. RWY 21: Road.

AIRPORT REMARKS: Attended 1100-2200Z†. Rwy 18-36 NSTD LIRL; Rwy 18 thld lgts 220' from rwy end.

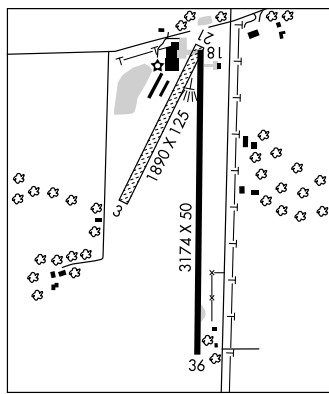
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 276° 4.9 NM to fld. 1210/3W



VOR/DME ACO 114.4 Chan 91	APP CRS 146°	Rwy Idg TDZE 1188 Apt Elev 1188
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VOR or GPS RWY 17

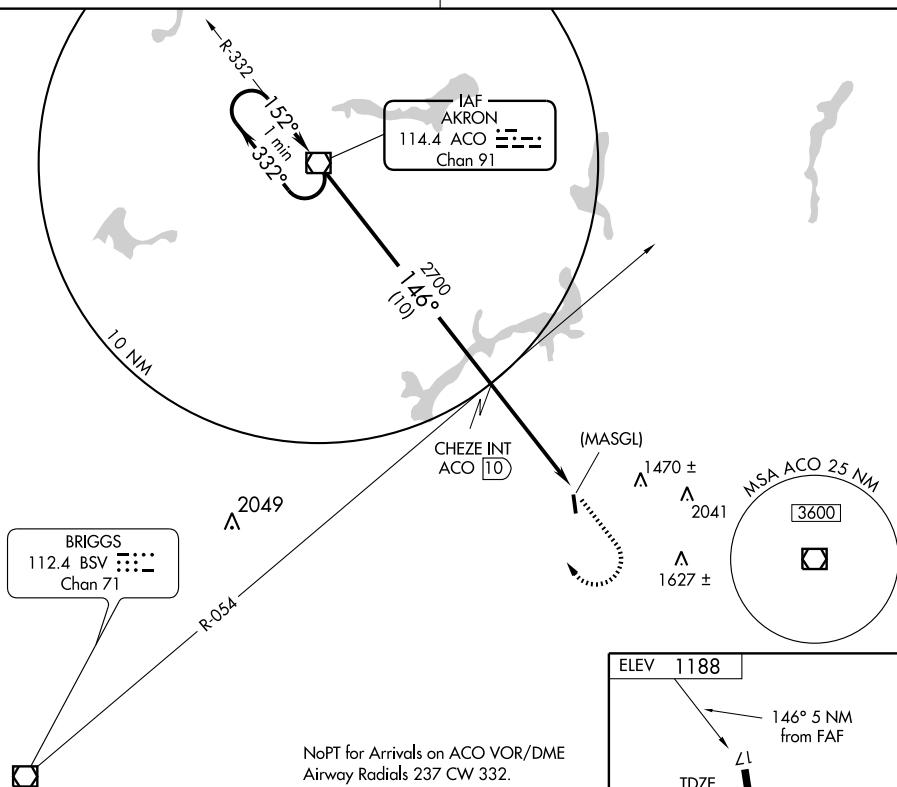
SEBRING/ TRI-CITY (3G6)

▼
▲ NA Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct ACO VOR/DME and hold.

AKRON-CANTON APP CON *
125.5 371.875

CTAF **122.9 0**



One Minute
Holding Pattern

VOR/DME

3000

ACO

114.4

3000

152°

146°

2700

2.79°

TCH 40

(MASGL) ACO (15)

CATEGORY

A

B

C

D

S-17

1640-1

452 (500-1)

1640-1¼

452 (500-1¼)

NA

CIRCLING

1680-1

492 (500-1)

1700-1

512 (600-1)

1700-1½

512 (600-1½)

NA

MIRL Rwy 17-35 0 *

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07' W82°39.29' NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W.

DETROIT
H-10G, L-30F

SANDUSKY CO RGNL (See FREMONT)**SANDUSKY**

GRIFFING–SANDUSKY (SKY) 3 SE UTC-5(-4DT) N41°26.00' W82°39.14'

DETROIT

580 B S4 FUEL 100LL, JET A AOE NOTAM FILE CLE

L-30F

RWY 09-27: H3559X60 (ASPH) S-9 LIRL

IAP

RWY 09: REIL. Thld dsplcd 183'. Road. RWY 27: PAPI(P4L). Tree.

RWY 18-36: H2593X40 (ASPH) LIRL

RWY 36: Thld dsplcd 405'. Road.

AIRPORT REMARKS: Attended 1300-0000Z \pm . Arpt CLOSED Christmas day. Waterfowl bird hazard adjacent to arpt. Deer on and in/ov arpt. Ldg fee. Flight Notification Service (ADCUS) available.

COMMUNICATIONS: CTAF/UNICOM 123.0

SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)

CLEVELAND APP/DEP CON 126.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07' W82°39.29' at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)**SEAGATE HELISTOP** (See TOLEDO)**SEBRING**

TRI-CITY (3G6) 1 SE UTC-5(-4DT) N40°54.36' W81°00.00'

DETROIT

1188 FUEL 100LL NOTAM FILE CLE

L-29B

RWY 17-35: H2768X45 (ASPH) MIRL (NSTD)

IAP

RWY 17: Trees. RWY 35: Tree.

AIRPORT REMARKS: Attended 1400Z \pm -dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17-35—CTAF. Rwy 17-35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.

COMMUNICATIONS: CTAF 122.9

AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z \pm)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z \pm)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47' W81°12.09' 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC-5(-4DT) N40°52.39' W82°41.84'

DETROIT

1120 B S4 NOTAM FILE CLE

L-29A

RWY 18-36: H3174X50 (ASPH) S-5 LIRL (NSTD)

IAP

RWY 18: Road. RWY 36: P-line.

RWY 03-21: 1890X125 (TURF)

RWY 03: Tree. RWY 21: Road.

AIRPORT REMARKS: Attended 1100-2200Z \pm . Rwy 18-36 NSTD LIRL; Rwy 18 thld lgts 220' from rwy end.

COMMUNICATIONS: CTAF/UNICOM 122.8

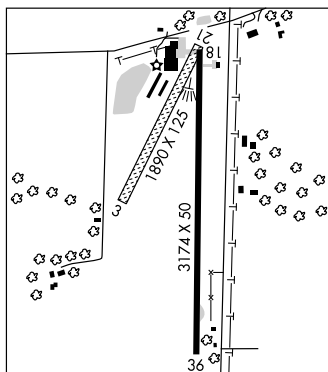
Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z \pm)

CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z \pm)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12'

W82°35.46' 276° 4.9 NM to fld. 1210/3W



VORTAC 108.8 Chan 25	APP CRS 276°	Rwy Idg TDZE Apt Elev	N/A N/A 1120
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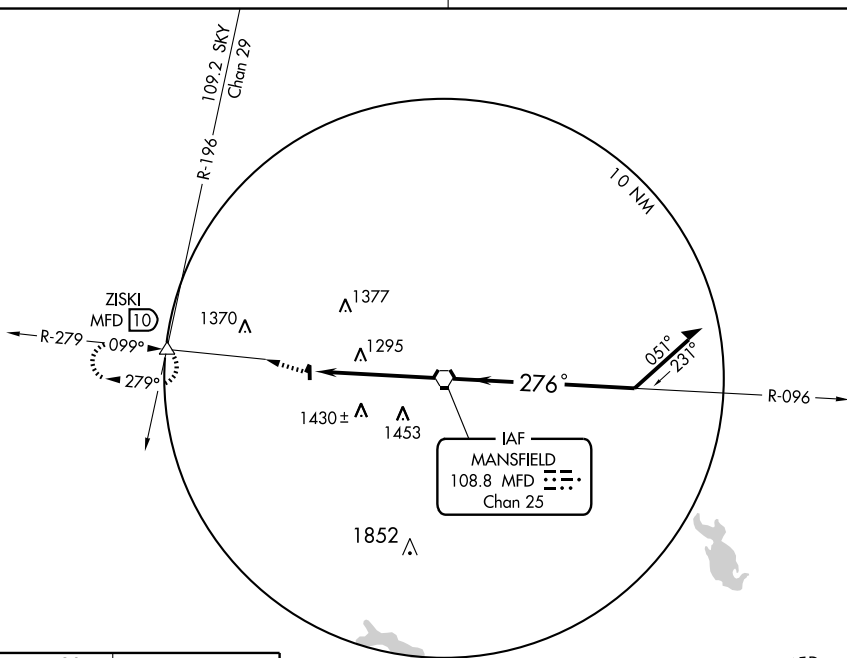
VOR-A
SHELBY COMMUNITY (12G)

▼
▲ NA Use Mansfield altimeter setting.

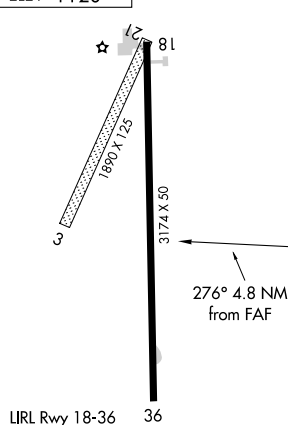
MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.

MANSFIELD APP CON ★
124.2 390.8

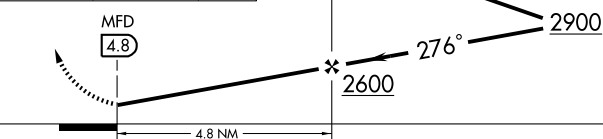
UNICOM
122.8 (CTAF)



ELEV 1120



3000	MFD R-279 108.8	ZISKI ▲
HDG 290°		



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1640-1	520 (600-1)	1640-1½ 520 (600-1½)	NA

SHELBY, OHIO
Amdt 5 03247

40°52'N - 82°42'W

SHELBY COMMUNITY (12G)

VOR-A

SIDNEY MUNI (I12) 3 S UTC-5(-4DT) N40°14.49' W84°09.05'

DETROIT

1044 B S2 **FUEL** 100LL, JET A TPA-1844(800) NOTAM FILE DAY

L-27E

RWY 10-28: H4785X75 (ASPH) MIRL

IAP

RWY 10: PAPI(P2L). Thld dsplcd 480'. Trees.

RWY 28: REIL. PAPI(P2R)—GA 3.0° TCH 40'. Road.

RWY 05-23: H2981X50 (ASPH)

RWY 05: Road.

RWY 23: P-line.

AIRPORT REMARKS: Attended 1300-2300Z†, ACTIVATE MIRL Rwy 10-28, and REIL Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.425 (937) 492-3683.

COMMUNICATIONS: CTAF/UNICOM 123.05

ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)

Ⓡ **DAYTON APP/DEP CON** 118.425 (360°-090°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 246° 5.7 NM to fld. 1080/5W.

SPORTYS N39°04.06' W84°12.92' NOTAM FILE DAY.

CINCINNATI

NDB (MHW) 245 PWF at Clermont Co. NDB unusable bvd 15 NM.

L-27E

VORTAC ROD 117.5 Chan 122	APP CRS 279°	Rwy Idg 4785 TDZE 1045 Apt Elev 1045
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VOR/DME RNAV or GPS RWY 28

SIDNEY MUNI (I12)

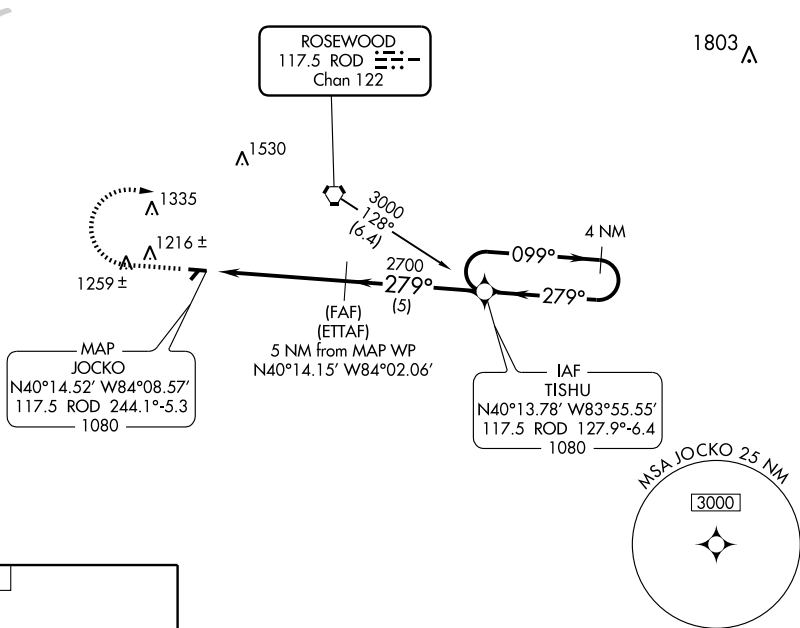
T Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct TISHU WP and hold.

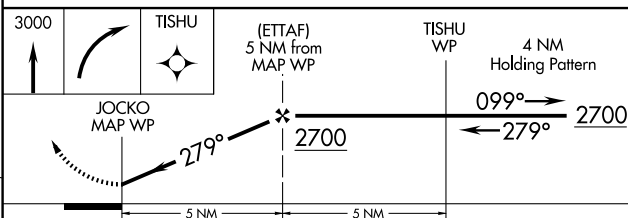
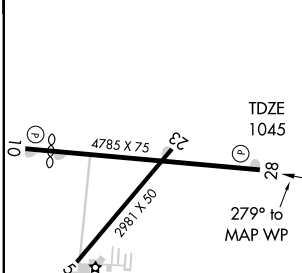
AWOS-3
120.425

DAYTON APP CON
118,425 294.5

UNICOM
123.05 (CTAF) L



ELEV 1045



CATEGORY	A	B	C	D
S-28	1480-1	435 (500-1)	1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-28	1540-1	495 (500-1)	1540-1¼ 495 (500-1¼)	1540-1½ 495 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

40°14'N - 84°09'W

SIDNEY MUNI (I12)

VOR/DME RNAV or GPS RWY 28

VORTAC ROD 117.5 Chan 122	APP CRS 246°	Rwy Idg TDZE 1041 Apt Elev 1045	2981 1041 1045
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VOR or GPS RWY 23

SIDNEY MUNI (I12)

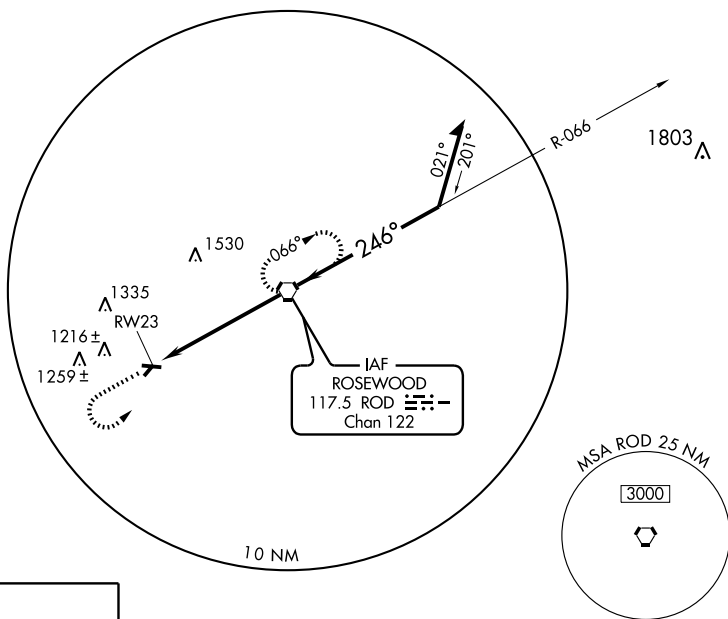
V Obtain local altimeter setting on CTAF; when not received,
Δ NA use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD
 VORTAC and hold.

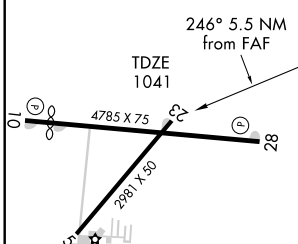
AWOS-3
120.425

DAYTON APP CON
118.425 294.5

UNICOM
123.05 (CTAF) 0



ELEV **1045**



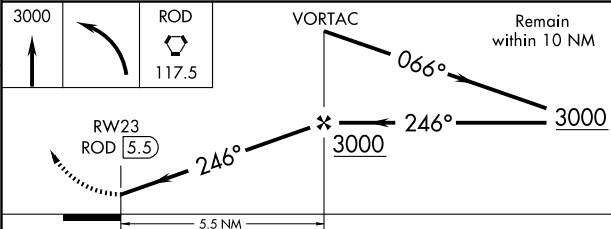
REIL Rwy 28 **0**

MIRL Rwy 10-28 **0**

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SIDNEY, OHIO

Amdt 12B 09295



CATEGORY	A	B	C	D
S-23	1480-1	439 (500-1)	1480-1½ 439 (500-1¼)	1480-1½ 439 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-23	1520-1	479 (500-1)	1520-1½ 479 (500-1¼)	1520-1½ 479 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

SIDNEY MUNI (I12)

VOR or GPS RWY 23

40°14'N - 84°09'W

10210

AIRPORT DIAGRAM

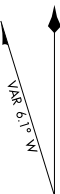
AL-958 (FAA)

SPRINGFIELD-BECKLEY MUNI (SGH)

SPRINGFIELD, OHIO

ASOS
134.975
ATIS
257.875
SPRINGFIELD TOWER ★
120.7 291.775
GND CON
121.7 225.4

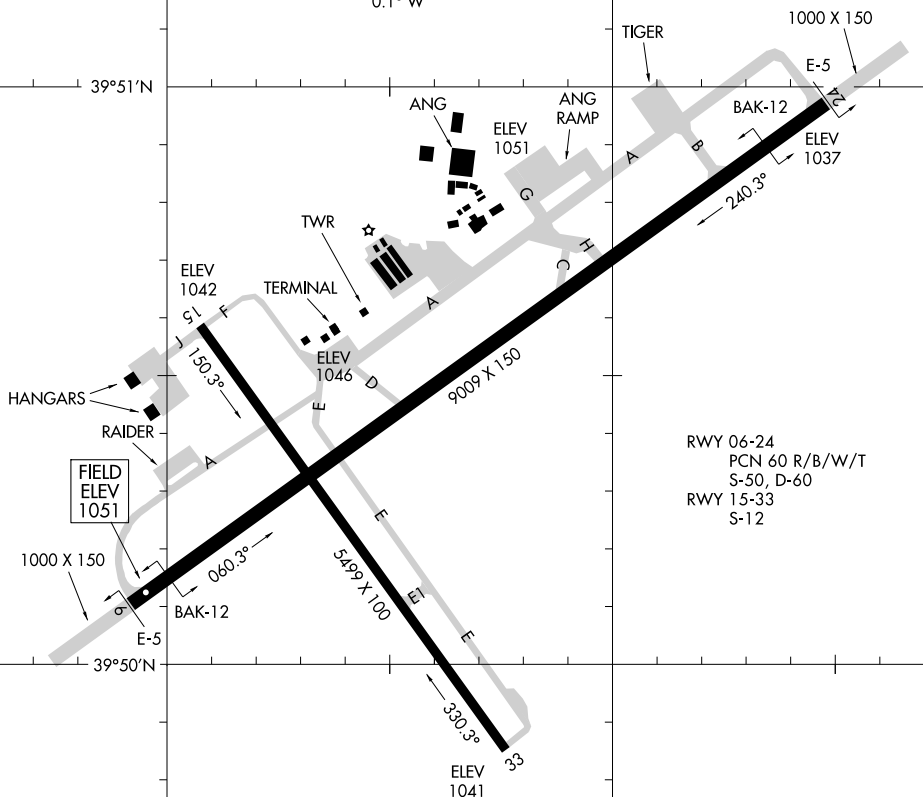
D



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



AIRPORT DIAGRAM

SPRINGFIELD, OHIO

SPRINGFIELD-BECKLEY MUNI (SGH)

10210

SPRINGFIELD-BECKLEY MUNI (SGH)(KSGH) CIV/MIL/ANG 5 S UTC-5(-4DT)

CINCINNATI

H-106, L-27E

IAP, DIAP, AD

N39°50.42' W83°50.41'

1051 B S4 FUEL 100LL, JET A TPA—See Remarks Class IV, ARFF Index A

NOTAM FILE SGH

RWY 06-24: H9009X150 (ASPH-CONC-GRVD) S-50, D-60 PCN 60

R/B/W/T HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Trees.**RWY 24:** ALSF2. PAPI(P4L)—GA 3.0° TCH 54'. Road.**RWY 15-33:** H5499X100 (ASPH) S-12 MIRL**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 36'. Trees.**RWY 33:** REIL. PAPI(P4L) TCH 36'. Trees.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 06:** TORA-9009 TODA-9009 ASDA-9009 LDA-9009**RWY 15:** TORA-5499 TODA-5499 ASDA-5499 LDA-5499**RWY 24:** TORA-9009 TODA-9009 ASDA-9009 LDA-9009**RWY 33:** TORA-5499 TODA-5499 ASDA-5499 LDA-5499**ARRESTING GEAR/SYSTEM****RWY 06** ← HOOK E5 (35' OVRN) BAK-14 BAK-12A(B) (943')BAK-14 BAK-12A(B) (991') HOOK E5 (35' OVRN) → **RWY 24****MILITARY SERVICE: A-GEAR** Cable raised by BAK-14 device on request to

twr. BAK-12A(B) avbl Tue-Fri 1230-2130Z†, may be extended,

other times by NOTAM for mil flying. Rwy 06-24 E-5 chain in

overrun, departure engagement only.

JASU 6(AM32A-60B) **FUEL** J8(Mil) (NC 100LL, A)**FLUID** PRESAIR LPOX LOX **OIL** O-133-148-156(Mil) SOAP**AIRPORT REMARKS:** Attended 1200-2300Z†. Deer on and in/ovf arpt. Heavy bird activity fall and winter months.

Caution: Bird watch cond phase I (Dec-Jun) indicates light bird activity. Phase II (Jul-Nov) indicates heavy

activity normally associated with migratory season. During twr operating hours Rwy 24 is the preferred rwy, wind

10 knots or less. Rwy 06-24 arresting device may be up when twr clsd. Rws 06 and 24 acft arresting device

BAK 12 located 35' beyond apch end Rws 06 and 24. Closed to scheduled air carrier ops with greater than 9

passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt

manager 937-325-6108. Rwy 15-33 limited to 25,000 lbs single wheel load capacity or less. Noise

Abatement: Avoid over flying Yellow Springs 2 NM SW blo 4000', practice circling instrument approach not

authorized blo 2000' establish on final. Avoid overflying ANG ramp. When twr clsd ACTIVATE ALSF2 Rwy 24,

MIRL Rwy 15-33; REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. HIRL Rwy 06-24 preset on med ints to increase ints

ACTIVATE—CTAF. Rwy 15-33 and Twy F not avbl for air carrier ops. Rwy 06-24 980' concrete NE end, 1200'

concrete SW end. TPA 2100 (1049), overhead 2600 (1549).

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Mil practice instrument apch not authorizedwhen twr clsd. **CAUTION** A-gear Rwy 06-24 may be up when twr clsd. **MISC** Military practice instrument approach

not authorized when twr closed. Wx obsn-Rwy 06 apch end not visible from the official point of obsn. Visibility is

ltd from SW to NW. **ANG** PPR at all times DSN 346-2319, C937-327-2319. Runway Condition Reading not avbl.

All tran acft ctc 178 F/W OPS. Inbound acft accepting penetrate and radar vectors from IND Center and Dayton

Apch expect extensive low altitude vectoring. Opr Tue-Fri 1230-2130Z†, may be extended other times by

NOTAM for mil flying. Std USAF RSRs applies.

WEATHER DATA SOURCES: ASOS 134.975. LAWRS.**COMMUNICATIONS:** CTAF 120.7 ATIS 257.875 UNICOM 122.95

⑧ DAYTON APP/DEP CON 126.5 (091°-180°) 118.85 127.225 327.1

TOWER 120.7 291.775 (Tue-Fri 1230-2130Z†) other times by NOTAM. **GND CON** 121.7 225.4

178 FW OPS (SABER OPS) 324.7

AIRSPACE: CLASS D svc Tue-Fri 1230-2130Z†, may be extended, other times by NOTAM for military flying, other times

CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SGH.

(T) VORW/DME 113.2 SGH Chan 79 N39°50.19' W83°50.70' at fld. 1047/4W.

VOR portion unusable 156°-200°.

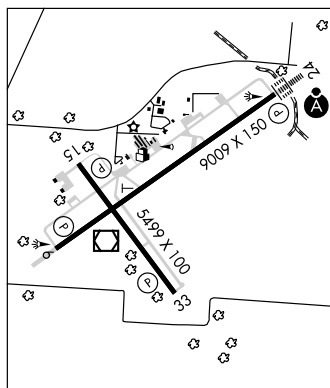
(T) TACAN Chan 65 XSF (133.8) N39°50.29' W83°50.44' at fld. 1052/4W. NOTAM FILE DAY. TACAN

unusable 090°-115° blo 5000' byd 15 NM. Unmonitored when twr clsd. No NOTAM MP Thu 1330-1530Z†.

CLARK CO NDB (MHW) 341 CCJ N39°52.42' W83°46.77' 238° 3.4 NM to fld. NDB unmonitored.**ILS** 111.3 I-SGH Rwy 24. Class IE. Unmonitored when twr clsd. No NOTAM MP Tue 1800-2100Z†.**STANLEY** N40°51.75' W84°36.83' NOTAM FILE DAY.**NDB (MHW)** 411 VFU at Van Wert Co.

DETROIT

L-27E

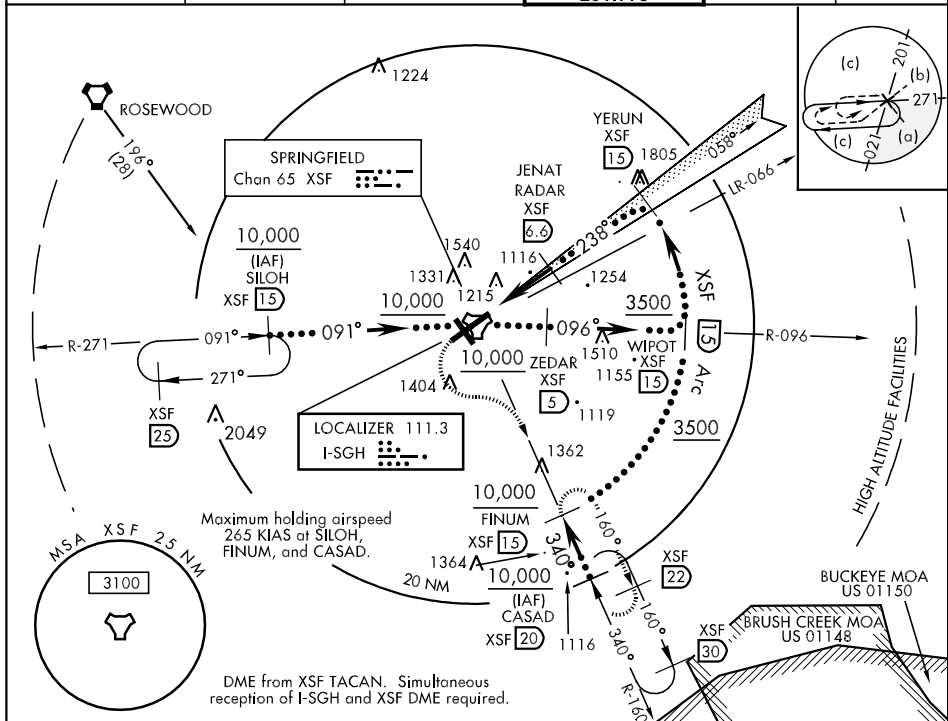
STARK COUNTY SHERIFF HELIPORT (See CANTON)

LOC I-SGH 111.3	APCH CRS 238°	Rwy ldg TDZE 1048 Arpt Elev 1051
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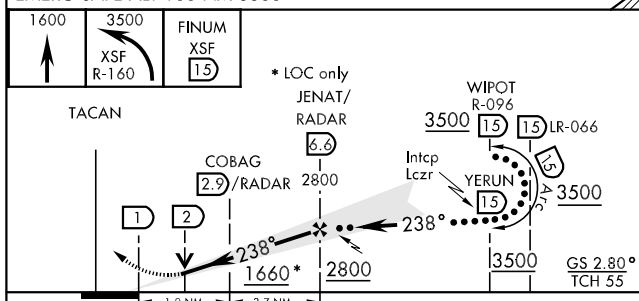
JAL-958 [USAF]

SPRINGFIELD-BECKLEY MUNI (KSGH)

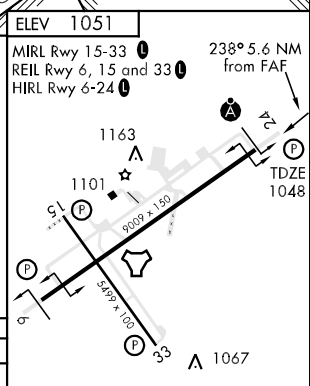
▼ ** When ALS/SSALR inop, increase CAT CDE vis to ¾ mile. *** When ALS/SSALR inop, increase CAT C vis to 1 mile, CAT DE vis to 1 ¼ miles.			ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.	
ATIS 257.875	ASOS 134.975	DAYTON APP CON 118.85 269.275	SPRINGFIELD TOWER * 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-ILS 24 **	1248-1/2	200	(200-1/2)
S-LOC 24***	1420-3/4	372	(400-3/4)
CIRCLING	1520-1 1/2 469 (500-1 1/2)	1620-2 569 (600-2)	1900-3 849 (900-3)



FAF to MAP 5.6 NM				
Knots	120	140	160	180
Min:Sec	2:48	2:24	2:06	1:52

SPRINGFIELD, OHIO

39°50'N-83°50'W

SPRINGFIELD-BECKLEY MUNI (KSGH)

Amdt 1 09015

HI-TACAN RWY 6

SPRINGFIELD-BECKLEY MUNI (KSGH)

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 via XSF TACAN R-148 to ANDII/XSF 15 DME and hold.

UNICOM
122.95

ELEV	1051
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MIRL Rwy 15-33 (L)
REIL Rwy 6, 15 and 33 (L)
HIRL Rwy 6-24 (L)

CATEGORY	C	D	E
S-6	1480-1¼ 429 (500-1¼)	1480-1½	429 (500-1½)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
* WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS			
S-6	1540-1¼ 489 (500-1¼)	1540-1½ 489 (500-1½)	1540-1¾ 489 (500-1¾)
CIRCLING	1580-1½ 529 (600-1½)	1680-2 629 (700-2)	1960-3 909 (1000-3)

SPRINGFIELD-BECKLEY MUNI (KSGH)

Amdt 8 09351

HI-TACAN RWY 6

Rwy Idg	9009
TDZE	1048
Arpt Elev	1051

JAL-958 [USAF]

SPRINGFIELD-BECKLEY MUNI (KSGH)

T
A

* When ALS/SSALR inop, increase CAT C vis to 1¼ miles,
CAT D/E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 1600, then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.

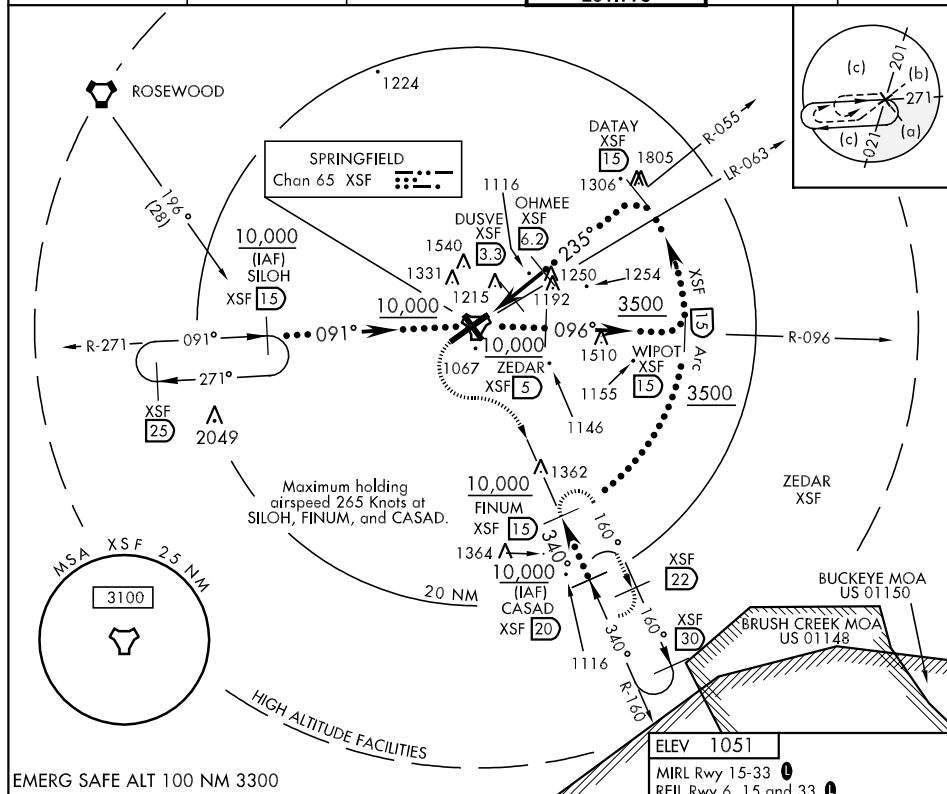
ATIS
257.875

ASOS
134.975

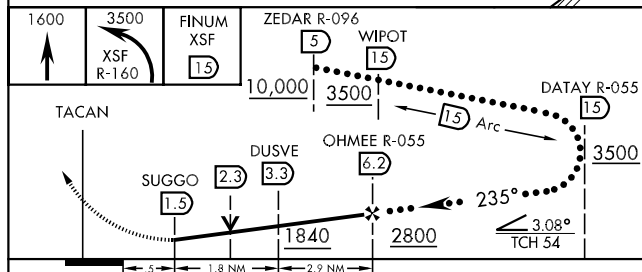
DAYTON APP CON
118.85 269.275

SPRINGFIELD TOWER ★
120.7 (CTAF) L
291.775

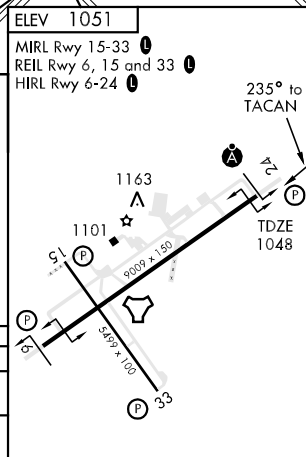
GND CON
121.7 225.4

UNICOM
122.95

EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-24 *	1500- $\frac{3}{4}$ 452 (500- $\frac{3}{4}$)	1500-1	452 (500-1)
CIRCLING	1520-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$)	1620-2 569 (600-2)	1900-3 849 (900-3)



SPRINGFIELD, OHIO

39°50'N-83°50'W

SPRINGFIELD-BECKLEY MUNI (KSGH)

Amdt 8 09015

HI-TACAN RWY 24

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

LOC I-SGH	APP CRS	Rwy Idg	9009
111.3	238°	TDZE	1048
		Apt Elev	1051

ILS or LOC RWY 24

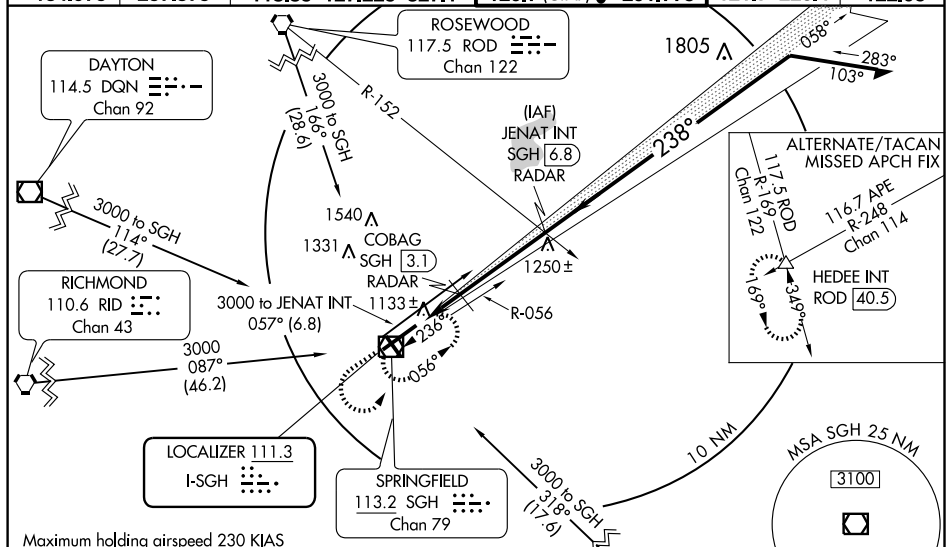
SPRINGFIELD-BECKLEY MUNI (SGH)

▼ DME from SGH VOR/DME. Simultaneous reception of I-SGH and SGH DME required. ALSF-2 reverts to SSALR when tower is closed. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet and S-LOC 24 Cats C, D, and E and Circling Cat C visibility $\frac{1}{4}$ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile and S-LOC 24 Cat E visibility to $2\frac{1}{4}$ mile. For inoperative ALSF-2/SSALR, increase S-ILS 24 Cat E visibility to $\frac{1}{4}$ mile and S-LOC 24 Cat E visibility to 2 miles. COBAG fix minimums: When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase S-LOC 24 Cat C, D, and E visibility $\frac{1}{4}$ mile. For inoperative ALSF-2/SSALR when using Wright-Patterson AFB altimeter setting increase S-LOC 24 Cat E visibility to $1\frac{1}{2}$ mile. For inoperative ALSF-2/SSALR, increase S-LOC 24 Cat E visibility to $1\frac{1}{4}$ mile.



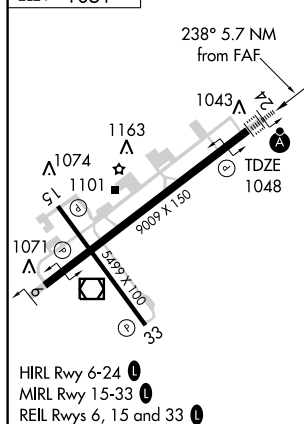
MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold. (TACAN aircraft climb to 1600 then climbing left turn to 4000 via ROD VORTAC R-169 to HEDEE INT/ROD 40.5 DME and hold south, left turn, 349° inbound).

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) 0 291.775	121.7 225.4	122.95



Maximum holding airspeed 230 KIAS

ELEV 1051



NDB CCJ	APP CRS	Rwy Idg	9009
<u>341</u>	240°	TDZE	1048
		Apt Elev	1051

NDB RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

T When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet and S-24 Cats C and D visibility $\frac{1}{4}$ mile.

ALSF-2



MISSED APPROACH: Climb to 2900 then left turn direct CCJ NDB and hold.

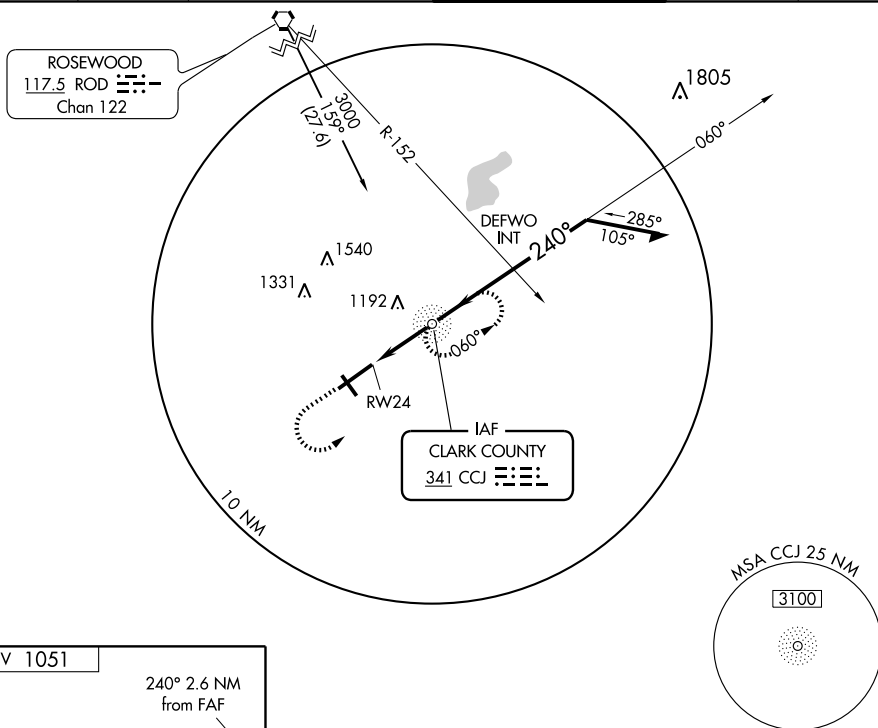
ASOS
134,975

ATIS
257.875

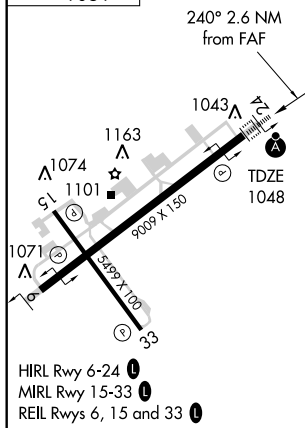
DAYTON APP CON
118.85 127.225 327.1

SPRINGFIELD TOWER ★
120.7 (CTAF) **L** 291.775

GND CON
121.7 225.4

UNICOM
122.95

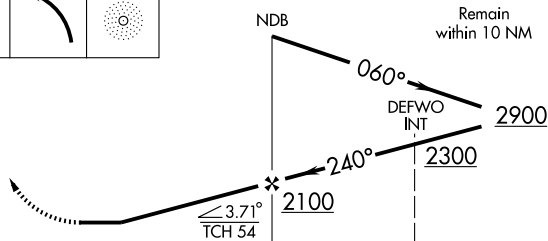
ELEV 1051



2900



VGSI and descent angles not coincident.



CATEGORY

A

D

S-24

1.500- $\frac{3}{4}$ 452 (500- $\frac{3}{4}$)

1500-1 1/4
452 (500-1 1/4)

1500-1

1520-1

1520-1½

1620-2

SPRINGFIELD, OHIO
Amdt 17 17DEC09

SPRINGFIELD-BECKLEY MUNI (SGH)

39°50'N - 83°50'W

NDB RWY 24

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 58115 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	9009 1051 1051
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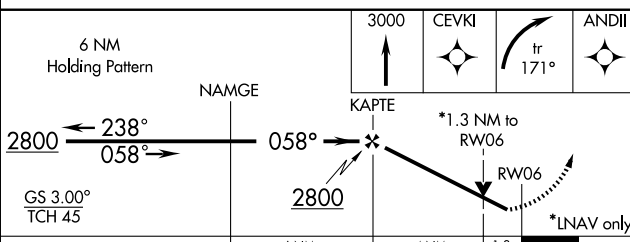
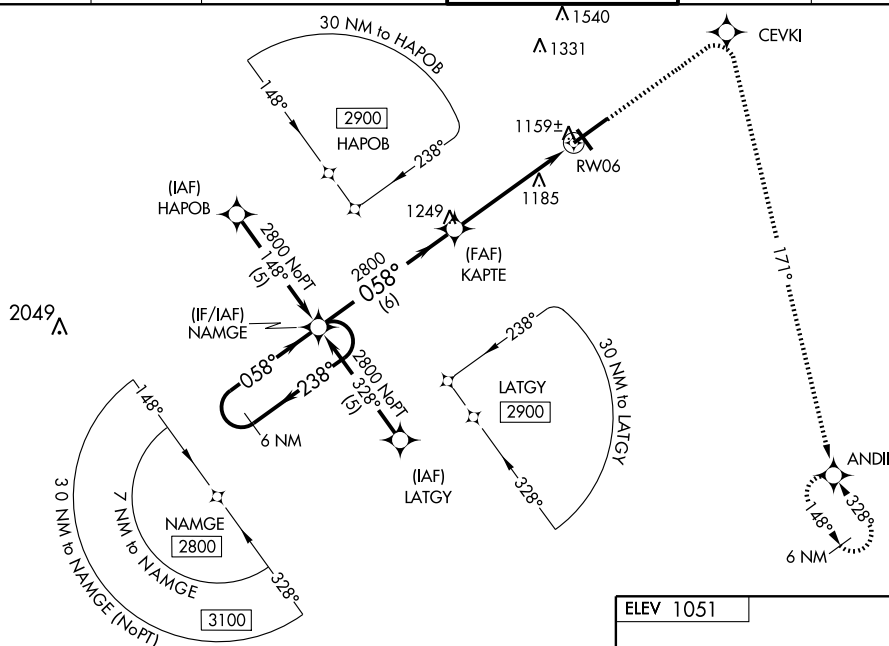
RNAV (GPS) RWY 6

SPRINGFIELD-BECKLEY MUNI (SGH)

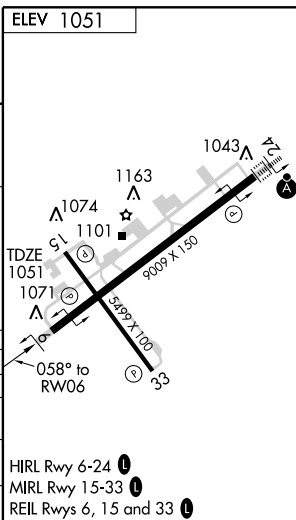
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ¼ mile. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEVKI and right turn via track 171° to ANDII and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 118.85 127.225 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1354-1 303 (400-1)			
LNAV/ VNAV DA	1429-1½ 378 (400-1½)			
LNAV MDA	1500-1 449 (500-1)	1500-1½ 449 (500-1½)	1500-1½ 449 (500-1½)	1500-1½ 449 (500-1½)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)



WAAS CH 97615 W24A	APP CRS 238°	Rwy Idg TDZE 1048 Apt Elev 1051	9009
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RNAV (GPS) RWY 24

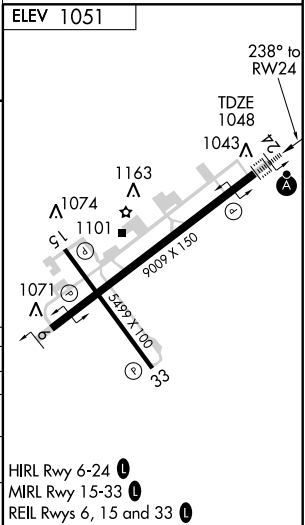
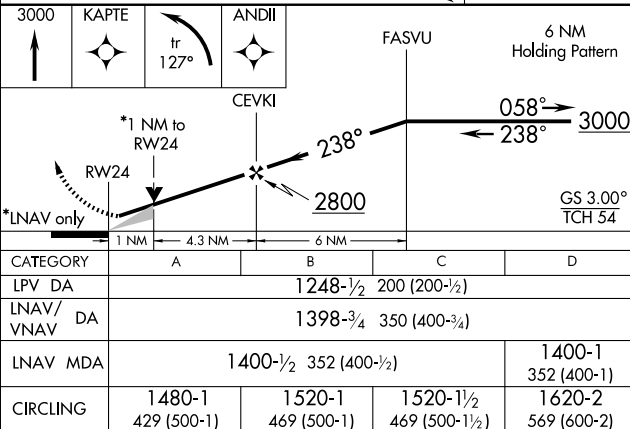
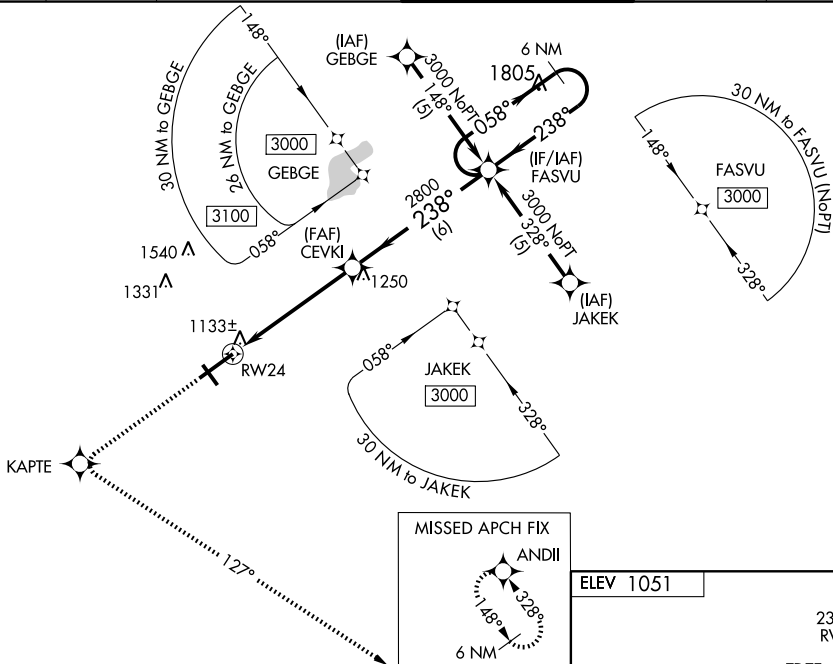
SPRINGFIELD-BECKLEY MUNI (SGH)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For inoperative ALSF-2/SSALR, increase LNAV Cat D visibility to 1¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. ALSF-2 reverts to SSALR when tower is closed. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.



ALSF-2 MISSED APPROACH:
Climb to 3000 direct KAPTE and left turn via track 127° to ANDII and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 118.85 127.225 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95
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TACAN XSF
Chan **65**

APCH CRS
066°

Rwy Idg
TDZE
Arpt Elev
9009
1052
1051

AL-958 [USAF]

SPRINGFIELD-BECKLEY MUNI (KSGH)



When control tower closed, use Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 3000
via XSF R-148 to COFIL 12 DME and hold.

ATIS

257.875

ASOS

134.975

DAYTON APP CON

118.85 269.275

SPRINGFIELD TOWER ★

120.7 (CTAF) 0
291.775

GND CON

121.7 225.4

UNICOM

122.95

ROSEWOOD

 3000
 1.6°
 (40)

A 1540

 SPRINGFIELD
 Chan 65 XSF

 GRAAT
 XSF
 6

XSF

12

ENROUTE FACILITIES

 MSA XSF 2.5 NM
 3100

R-246

LR-236

XSF

12 Arc

XSF

17

3228

R-148

(IAF)

COFIL

R-148

XSF

12

EMERG SAFE ALT 100 NM 3100

R-246

12

GRAAT

XSF

6

3000

066°

2500

1.6

1

TACAN

5.0 NM

0.5

3000

R-148

COFIL

12

ELEV 1051

MIRL Rwy 15-33

REIL Rwy 6, 15 and 33

HIRL Rwy 6-24

CATEGORY

A

B

C

D

S-6

1440-1

388

(400-1)

1440-1¼

388 (400-1¼)

CIRCLING

1480-1

428 (500-1)

1520-1

468 (500-1)

1520-1½

468 (500-1½)

1620-2

568 (600-2)

WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS

S-6

1500-1

448 (500-1)

1500-1¼

448 (500-1¼)

1500-1½

448 (500-1½)

CIRCLING

1540-1

488 (500-1)

1560-1

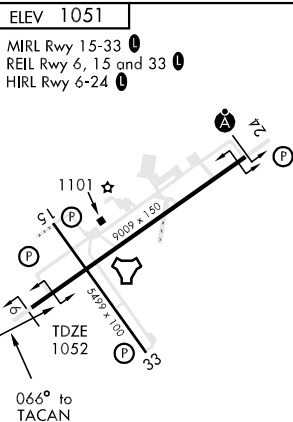
508 (600-1)

1560-1½

508 (600-1½)

1660-2

608 (700-2)

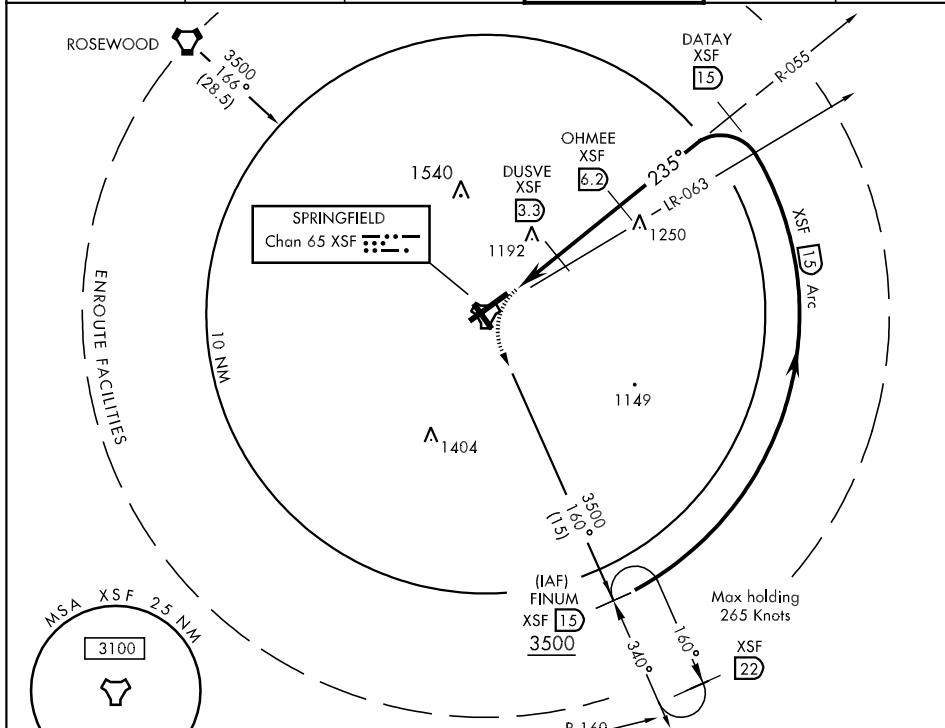


TACAN XSF Chan 65	APCH CRS 235°	Rwy Idg 9009 TDZE 1048 Arpt Elev 1051
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AL-958 [USAF]

SPRINGFIELD-BECKLEY MUNI (KSGH)

V * When ALS/SSALR inop, increase CAT E vis ½ mile.	ALSF-2	MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM/XSF 15 DME and hold.
NA ALSF-2 reverts to SSALR when tower is closed.		
ATIS 257.875	ASOS 134.975	DAYTON APP CON 118.85 269.275
		SPRINGFIELD TOWER * 120.7 (CTAF) 0 291.775
		GND CON 121.7 225.4
		UNICOM 122.95

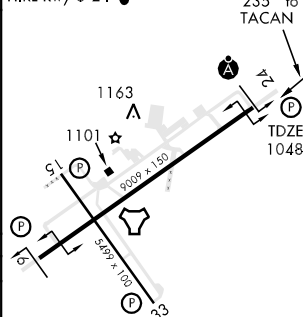


EMERG SAFE ALT 100 NM 3300

1600	3500	FINUM	DUSVE	OHMEE	DATAY
XSF R-160	XSF 15	XSF 3.3	XSF 6.2	XSF 15	
TACAN	SUGGO				
	1.5	2.3	3.3	6.2	15
	1840	2800	3500		
	0.5	1.8 NM	2.9 NM		
CATEGORY	A	B	C	D	E
S-24 *	1500-½ 452 (500-½)		1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

ELEV 1051

MIRL Rwy 15-33
REIL Rwy 6, 15 and 33
HIRL Rwy 6-24



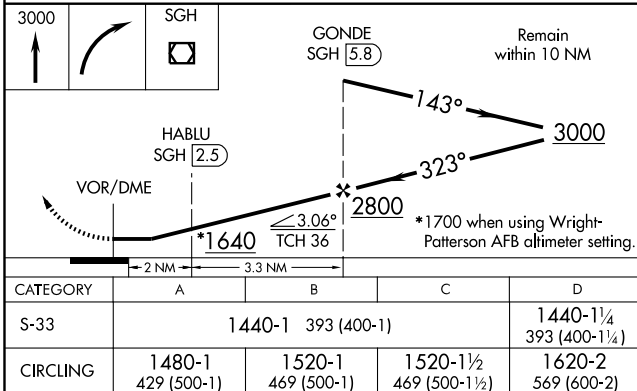
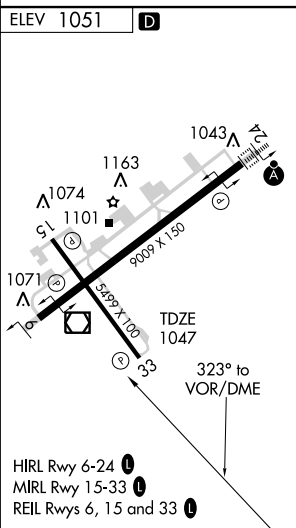
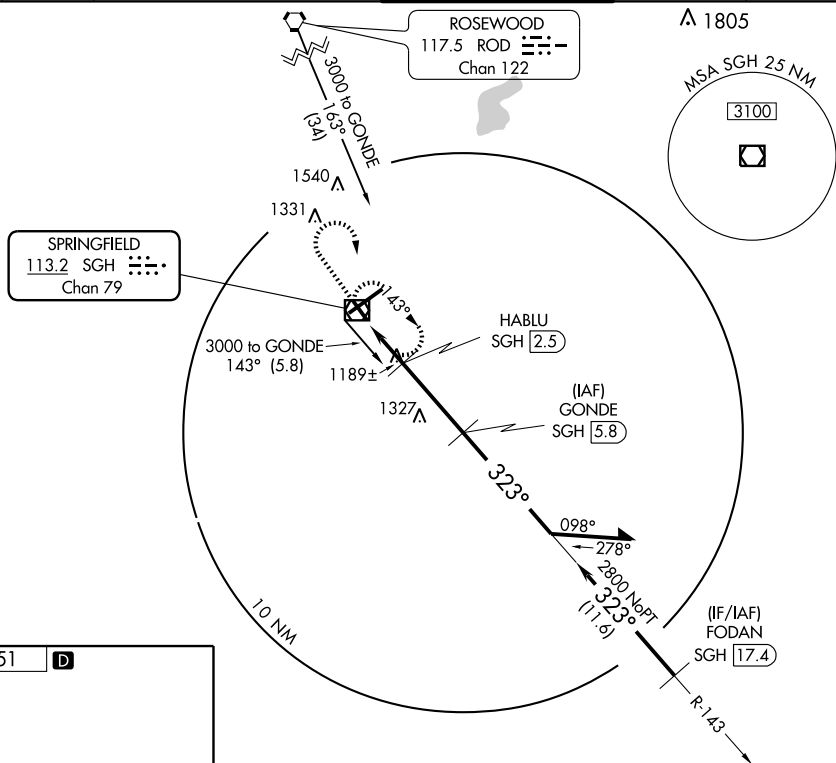
VOR/DME SGH 113.2 Chn 79	APP CRS 323°	Rwy Idg 5499 TDZE 1047 Apt Elev 1051
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VOR/DME RWY 33
SPRINGFIELD-BECKLEY MUNI (SGH)

T When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase Cat C/D visibility $\frac{1}{4}$ mile.
A NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then right turn direct SGH VOR/DME and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) 0 291.775	GND CON 121.7 225.4	UNICOM 122.95
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VOR/DME SGH <u>113.2</u> Chan 79	APP CRS 066°	Rwy Idg 9009 TDZE 1051 Apt Elev 1051
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VOR RWY 6

SPRINGFIELD-BECKLEY MUNI (SGH)

T Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet. VDP **A** NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct SGH VOR/DME and hold.

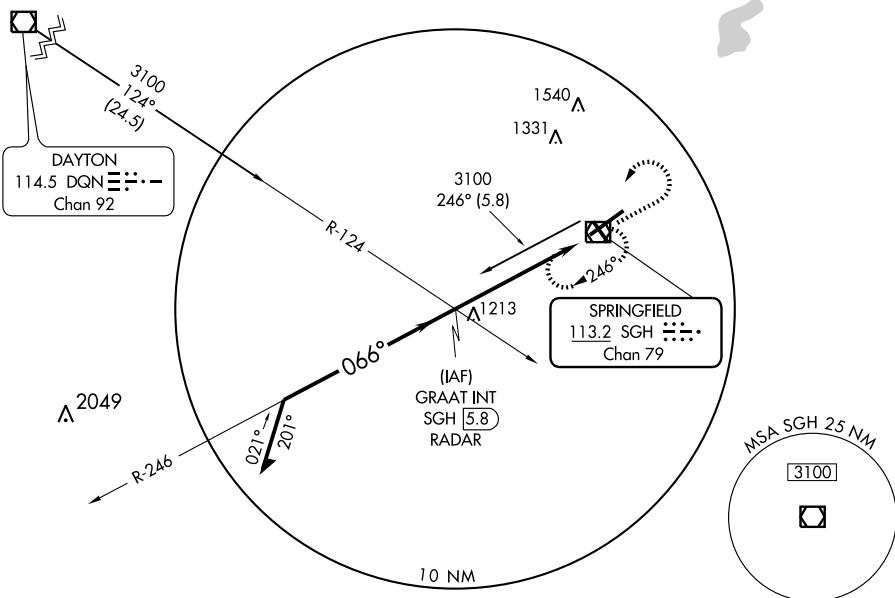
ASOS
134.975

ATIS
257.875

DAYTON APP CON
118.85 127.225 327.1

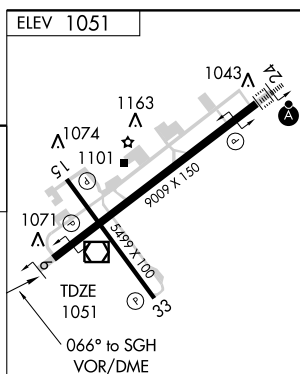
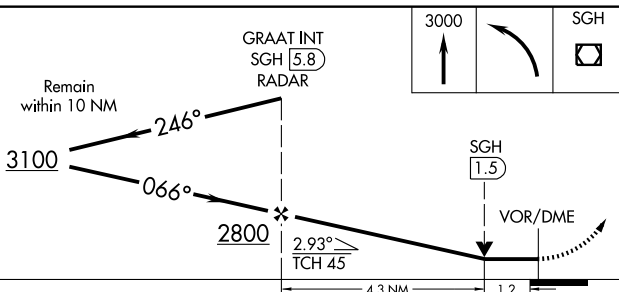
SPRINGFIELD TOWER ★
120.7 (CTAF) **L** 291.775

GND CON
121.7 225.4

UNICOM
122.95

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-6	1480-1	429 (500-1)	1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 **L**
MIRL Rwy 15-33 **L**
REIL Rwy 6, 15 and 33 **L**

SPRINGFIELD, OHIO
Amdt 11 17DEC09

SPRINGFIELD-BECKLEY MUNI (SGH)
VOR RWY 6

39°50'N - 83°50'W

VOR/DME SGH 113.2 Chan 79	APP CRS 235°	Rwy Idg TDZE Apt Elev 1009 1048 1051
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VOR RWY 24

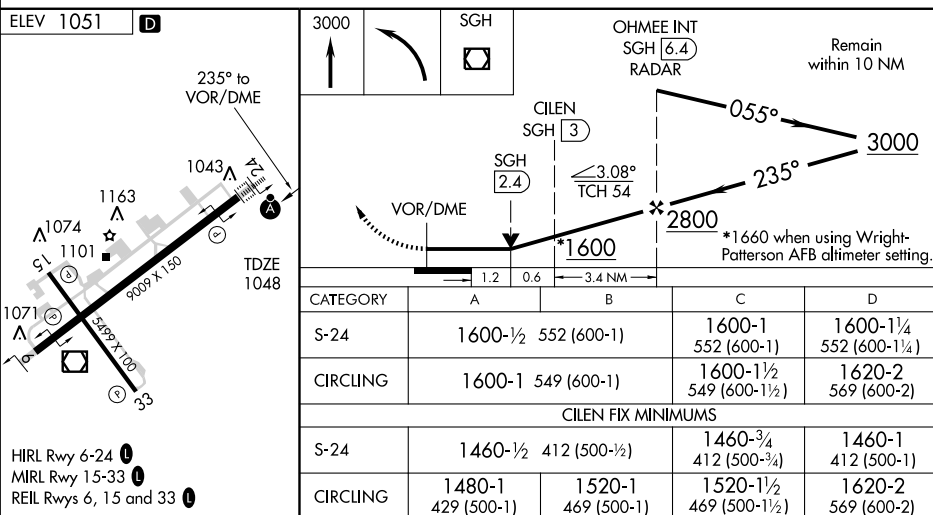
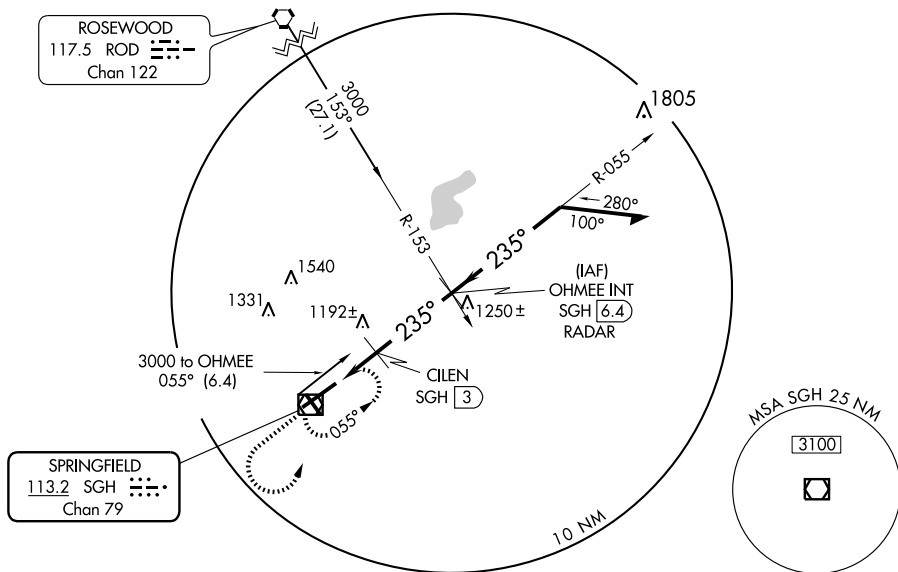
SPRINGFIELD-BECKLEY MUNI (SGH)

NA When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase S-24 Cats C and D and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Wright-Patterson AFB altimeter setting. ALSF-2 reverts to SSALR when tower is closed. For inoperative ALSF-2/SSALR, increase CILEN fix minimums S-24 Cat D visibility to $1\frac{1}{4}$, when using Wright-Patterson AFB altimeter setting increase CILEN fix minimums S-24 Cat D visibility to $1\frac{1}{2}$.



MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) 291.775	GND CON 121.7 225.4	UNICOM 122.95
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VOR/DME AIR 117.1 Chan 118	APP CRS 297°	Rwy Idg TDZE Apt Elev	N/A N/A 1187
--	------------------------	-----------------------------	---

VOR-A

ST. CLAIRSVILLE / ALDERMAN (2P7)

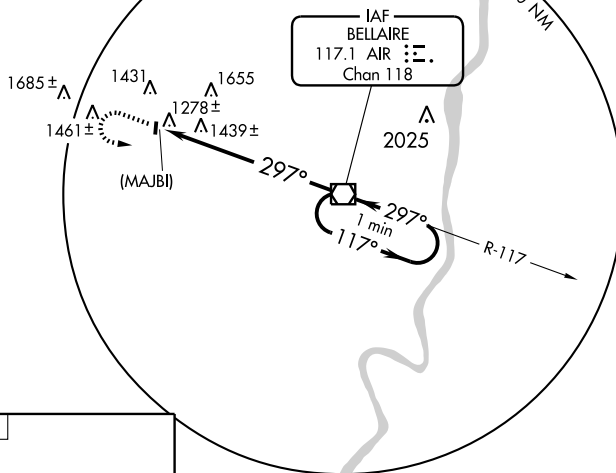
▼ Use Wheeling, WV altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 80 feet and Cat B visibility $\frac{1}{4}$ mile.
▲ NA Procedure NA at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb to 3000 then left turn direct AIR VOR/DME and hold.

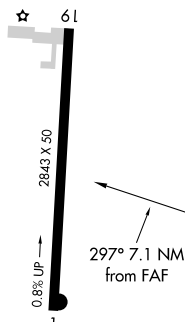
WHEELING ASOS
127.375

CLEVELAND CENTER
120.4 257.975

CTAF
122.9



ELEV **1187**



LURL Rwy 1-19

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



(MAJBI)
AIR **7.1**

VOR/DME One Minute Holding Pattern

117° → 3000
← 297°

ST. CLAIRSVILLE, OHIO

Amdt 3A 26AUG10

ST. CLAIRSVILLE / ALDERMAN (2P7)

40°03'N - 80°58'W

VOR-A

STEBENVILLE

JEFFERSON CO AIRPARK (2G2) 4 W UTC-5(-4DT) N40°21.57' W80°42.00'

1196 B FUEL 100LL, JET A NOTAM FILE CLE

RWY 14-32: H4400X60 (ASPH) S-7 MIRL

RWY 32: REIL.

AIRPORT REMARKS: Attended 1300-2100Z±. Fuel Jet A and 100LL avbl

24 hours with credit card. Deer on and invof arpt. Ultralight

activity on and invof arpt weekday evenings and weekends.

ACTIVATE MIRL Rwy 14-32; REIL Rwy 32—CTAF.

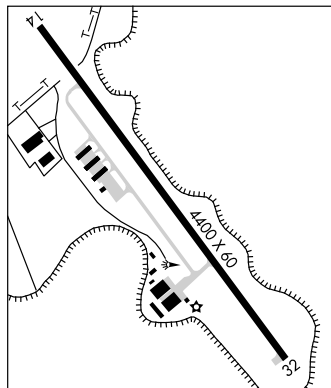
COMMUNICATIONS: CTAF/UNICOM 122.8

PITTSBURG APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.60'

W80°34.12' 322° 8.5 NM to fld. 1270/07W.



SUMIE N39°59.17' W82°45.27' NOTAM FILE DAY.

NDB (HW/LOM) 391 CM 281° 6.4 NM to Port Columbus Intl. Unmonitored.

CINCINNATI

L-29A

TABEY N41°34.15' W81°34.43' NOTAM FILE BKL.

NDB (LOM) 248 BF 245° 5.8 NM to Burke Lakefront. SHUTDOWN.

DETROIT

TIFFIN N41°05.89' W83°12.46' NOTAM FILE CLE.

NDB (MHW) 269 TII at Seneca Co. NDB unmonitored.

DETROIT

L-281, 29A

TIFFIN

SENECA CO (16G) 2 SW UTC-5(-4DT) N41°05.64' W83°12.75'

786 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 06-24: H4000X75 (ASPH) MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees.

AIRPORT REMARKS: Attended 1300Z±—dusk. Fuel available 24 hrs with credit card. Rwy 06 PAPI unusable byd 5° left of centerline. Rwy 24 VASI unusable byd 5° left of centerline. ACTIVATE MIRL Rwy 06-24; REIL and PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.175 (419) 443-1043.

COMMUNICATIONS: CTAF/UNICOM 123.0

® TOLEDO APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 073° 26.0 NM to fld. 820/2W.

TIFFIN NDB (MHW) 269 TII N41°05.89' W83°12.46' at fld. NOTAM FILE CLE. NDB unmonitored.

DETROIT

L-281, 29A

IAP

TIVERTON N40°27.48' W82°07.61' NOTAM FILE CLE.

(L) VOR/DME 116.5 TVT Chan 112 062° 9.2 NM to Holmes Co. 1340/3W.

DETROIT

L-29A

APP CRS **142°**
Rwy Idg **4400**
TDZE **1196**
Apt Elev **1196**

RNAV (GPS) RWY 14

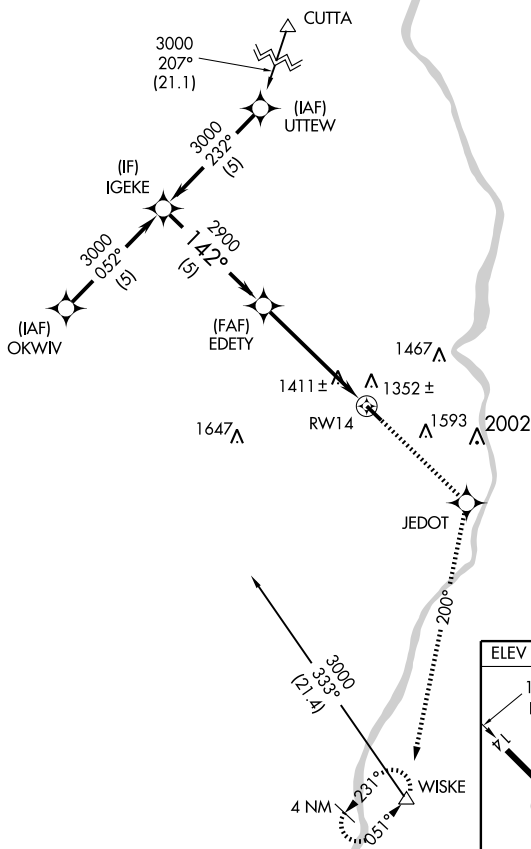
STEUBENVILLE/ JEFFERSON COUNTY AIRPARK (2G2)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Wheeling altimeter setting, when not received, use
Pittsburgh International altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3100 direct JEDOT
and on track 200° to WISKE and hold.

PITTSBURGH APP CON
124.750 338.2

UNICOM
122.8 (CTAF) 0



ELEV 1196

142° to
RWY 14
TDZE
1196

4400 X 60

32

IGEKE

3100

JEDOT

200°
tr

WISKE

Procedure
Turn NA

3000

EDETY

2900

RWY 14

3.04°
TCH 40

5 NM

5.2 NM

CATEGORY

A

B

C

D

LNAV MDA

1760-1

564 (600-1)

NA

CIRCLING

1780-1

1800-1

NA

REIL Rwy 32 0
MIRL Rwy 14-32 0

APP CRS **322°**
 Rwy Idg **4400**
 TDZE **1194**
 Apt Elev **1196**

RNAV (GPS) RWY 32

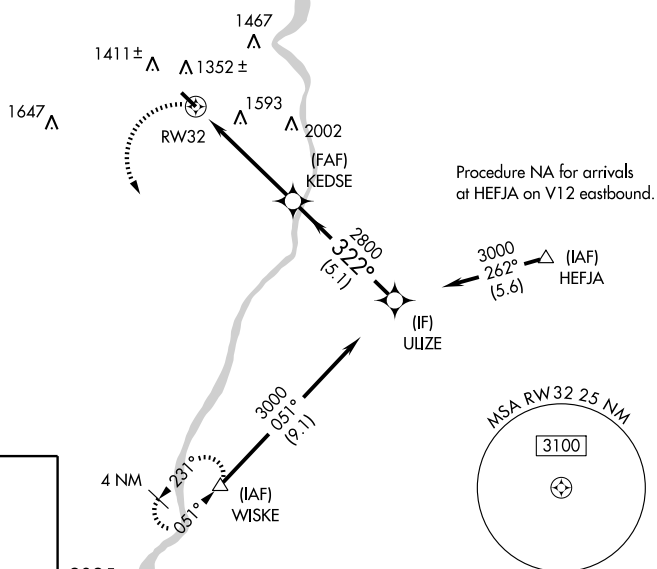
STEUBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA Use Wheeling altimeter setting, when not received, use Pittsburgh
 International altimeter setting and increase all MDA 40 feet.

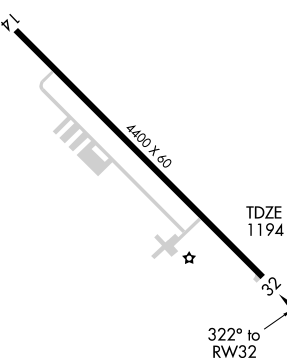
MISSED APPROACH: Climbing left turn to 3100
 direct WISKE and hold.

PITTSBURGH APP CON
124.750 338.2

UNICOM
122.8 (CTAF) 0



ELEV 1196



REIL Rwy 32 0
 MRL Rwy 14-32 0

	3100	WISKE		ULIZE
		△		
			KEDSE	3000
			2800	Procedure Turn NA
			322°	
			3.04°	
			TCH 36	
			4.9 NM	5.1 NM
CATEGORY	A	B	C	D
LNAV MDA	1940-1 746 (800-1)	1940-1¼ 746 (800-1¼)	NA	NA
CIRCLING	1940-1 744 (800-1)	1940-1¼ 744 (800-1¼)	NA	NA

STEUBENVILLE, OHIO
 Orig 03JUN10

STEUBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

40°22'N - 80°42'W

RNAV (GPS) RWY 32

STEUBENVILLE

JEFFERSON CO AIRPARK (2G2) 4 W UTC-5(-4DT) N40°21.57' W80°42.00'

DETROIT

1196 B FUEL 100LL, JET A NOTAM FILE CLE

L-29B

RWY 14-32: H4400X60 (ASPH) S-7 MIRL

IAP

RWY 32: REIL.

AIRPORT REMARKS: Attended 1300-2100Z±. Fuel Jet A and 100LL avbl

24 hours with credit card. Deer on and invof arpt. Ultralight

activity on and invof arpt weekday evenings and weekends.

ACTIVATE MIRL Rwy 14-32; REIL Rwy 32—CTAF.

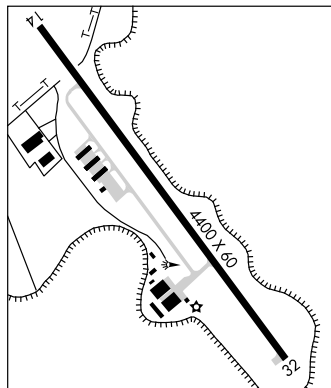
COMMUNICATIONS: CTAF/UNICOM 122.8

PITTSBURG APP/DEP CON 124.75

RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.

WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.60'

W80°34.12' 322° 8.5 NM to fld. 1270/07W.



SUMIE N39°59.17' W82°45.27' NOTAM FILE DAY.

CINCINNATI

NDB (HW/LOM) 391 CM 281° 6.4 NM to Port Columbus Intl. Unmonitored.

L-29A

TABEY N41°34.15' W81°34.43' NOTAM FILE BKL.

DETROIT

NDB (LOM) 248 BF 245° 5.8 NM to Burke Lakefront. SHUTDOWN.

TIFFIN N41°05.89' W83°12.46' NOTAM FILE CLE.

DETROIT

NDB (MHW) 269 TII at Seneca Co. NDB unmonitored.

L-281, 29A

TIFFIN

SENECA CO (16G) 2 SW UTC-5(-4DT) N41°05.64' W83°12.75'

DETROIT

786 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CLE

L-281, 29A

RWY 06-24: H4000X75 (ASPH) MIRL

IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Trees.

AIRPORT REMARKS: Attended 1300Z±—dusk. Fuel available 24 hrs with credit card. Rwy 06 PAPI unusable by 5° left of centerline. Rwy 24 VASI unusable by 5° left of centerline. ACTIVATE MIRL Rwy 06-24; REIL and PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.175 (419) 443-1043.

COMMUNICATIONS: CTAF/UNICOM 123.0

® TOLEDO APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32' W83°45.36' 073° 26.0 NM to fld. 820/2W.

TIFFIN NDB (MHW) 269 TII N41°05.89' W83°12.46' at fld. NOTAM FILE CLE. NDB unmonitored.

TIVERTON N40°27.48' W82°07.61' NOTAM FILE CLE.

DETROIT

(L) VOR/DME 116.5 TVT Chan 112 062° 9.2 NM to Holmes Co. 1340/3W.

L-29B

NDB TII 269	APP CRS 250°	Rwy Idg TDZE Apt Elev	4000 785 786
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NDB RWY 24

TIFFIN / SENECA COUNTY (16G)

▼ Obtain local altimeter setting on CTAF; when
▲ NA not received, use Findlay altimeter setting.

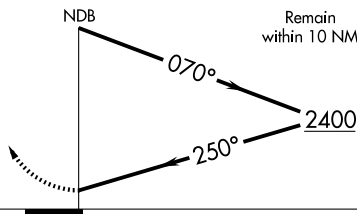
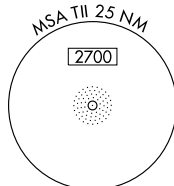
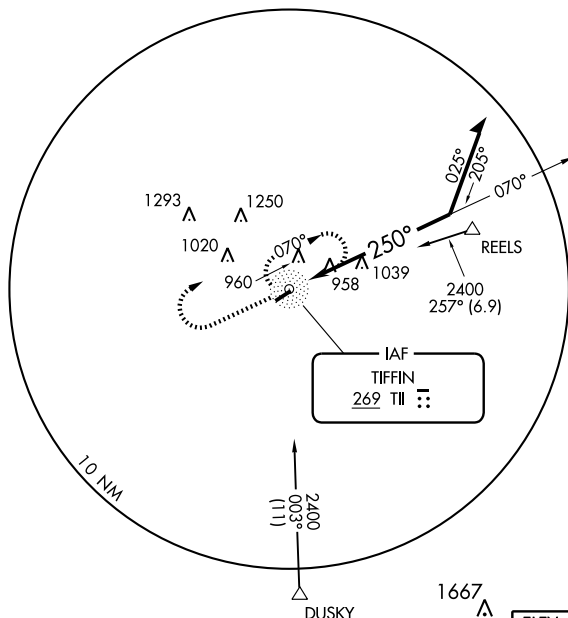
MISSED APPROACH: Climb to 2400, then
right turn direct TII NDB and hold.

AWOS-3
127.175

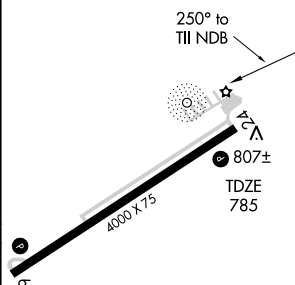
FINDLAY ASOS
124.425

TOLEDO APP CON
120.8 317.55

UNICOM
123.0 (CTAF) **0**



ELEV 786



CATEGORY	A	B	C	D
S-24	1420-1	635 (700-1)	1420-1 3/4 635 (700-1 3/4)	1420-2 635 (700-2)
CIRCLING	1420-1	634 (700-1)	1420-1 3/4 634 (700-1 3/4)	1420-2 634 (700-2)
FINDLAY ALTIMETER SETTING MINIMUMS				
S-24	1460-1	675 (700-1)	1460-2 675 (700-2)	1460-2 1/4 675 (700-2 1/4)
CIRCLING	1460-1	674 (700-1)	1460-2 674 (700-2)	1460-2 1/4 674 (700-2 1/4)

MIRL Rwy 6-24 **0**
REIL Rwy 6 and 24 **0**

WAAS CH 77713 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	4000 786 786
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RNAV (GPS) RWY 6

TIFFIN / SENECA COUNTY (16G)

▽ Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME-0.3 NA.
△ NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 53 feet and all MDA 60 feet, increase LPV all Cats visibilities ¼ mile and LNAV Cat C visibility ¼ mile. Straight-in/Circling Rwy 6 NA at night.

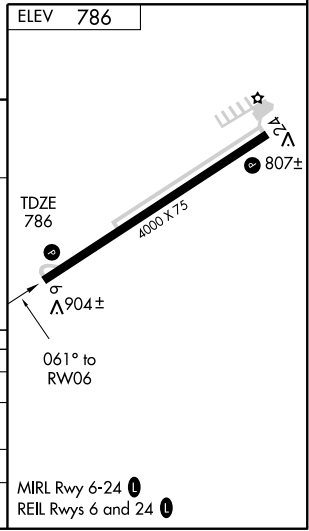
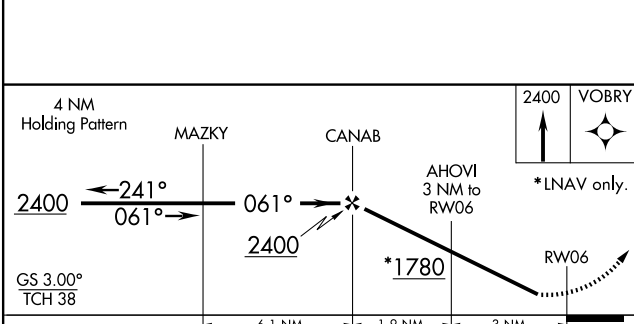
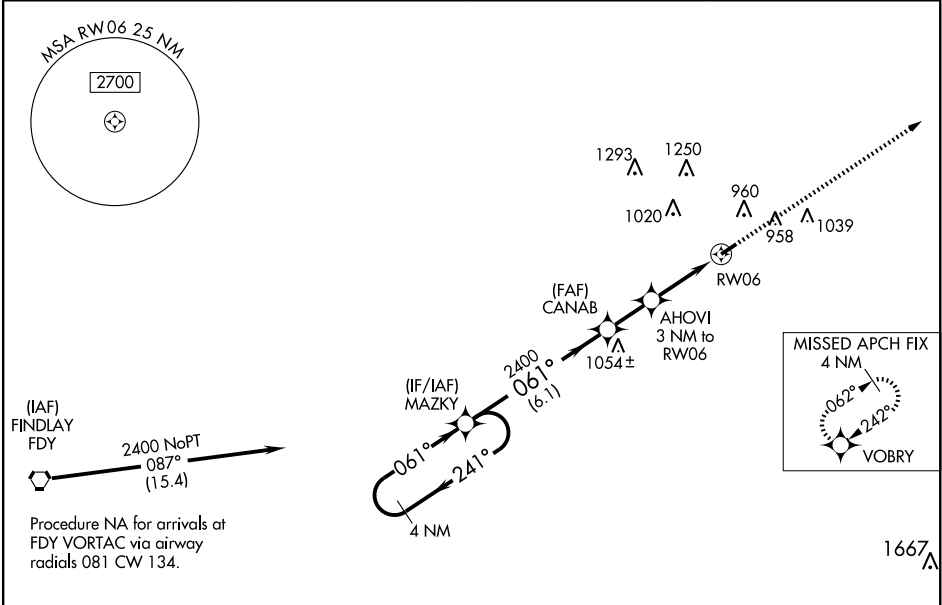
MISSED APPROACH:
Climb to 2400 direct VOBRY and hold.

AWOS-3
127.175

FINDLAY ASOS
124.425

TOLEDO APP CON
120.8 317.55

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1137-1¼	351 (400-1¼)		NA
LNAV/VNAV DA	1174-1½	388 (400-1½)		NA
LNAV MDA	1160-1	374 (400-1)		NA
CIRCLING	1260-1	474 (500-1)	1260-1½ 474 (500-1½)	NA

APP CRS
242°

Rwy ldg **4000**
TDZE **785**
Apt Elev **786**

RNAV (GPS) RWY 24

TIFFIN / SENECA COUNTY(16G)



Circling to Rwy 6 NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received,
use Findlay altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2400 direct
MAZKY and hold.

AWOS-3
127.175

FINDLAY ASOS
124.425

TOLEDO APP CON
120.8 317.55

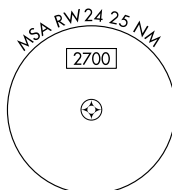
UNICOM
123.0 (CTAF) ①

WATERVILLE
VWV

Procedure NA for arrivals at VWV VOR/DME
via airway radials 093 CW 150.



2900
117°
(28.4)



MISSED APCH FIX

MAZKY



(IAF)
CUYER

2400 NoPT
(5)

062°

242°

4 NM

2400 NoPT
280°
(7.3)

(IF/IAF)
VOBRY

(IAF)
ELIJA

1293

1250

1020

960

1039

958

RW24

GAFSA

2.6 NM to
RW24

(FAF)
TIPEJ

ELEV **786**

Procedure NA for arrivals at MFD VORTAC
via airway radials 279 CW 358.

MANSFIELD
MFD

1598 ±

242° to
RW24

807±

TDZE
785

4000 X 75



2400 MAZKY

GAFSA
2.6 NM to
RW24

TIPEJ

VOBRY

4 NM
Holding Pattern

2400

2400

2400

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MIRL Rwy 6-24 ①
REIL Rwy 6 and 24 ①

VORTAC FDY 108.2 Chan 19	APP CRS 073°	Rwy Idg TDZE Apt Elev	4000 786 786
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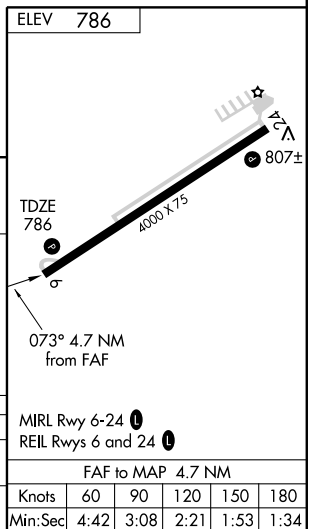
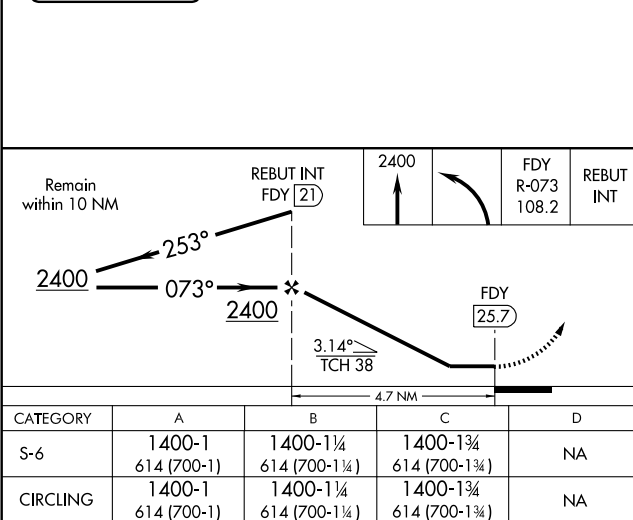
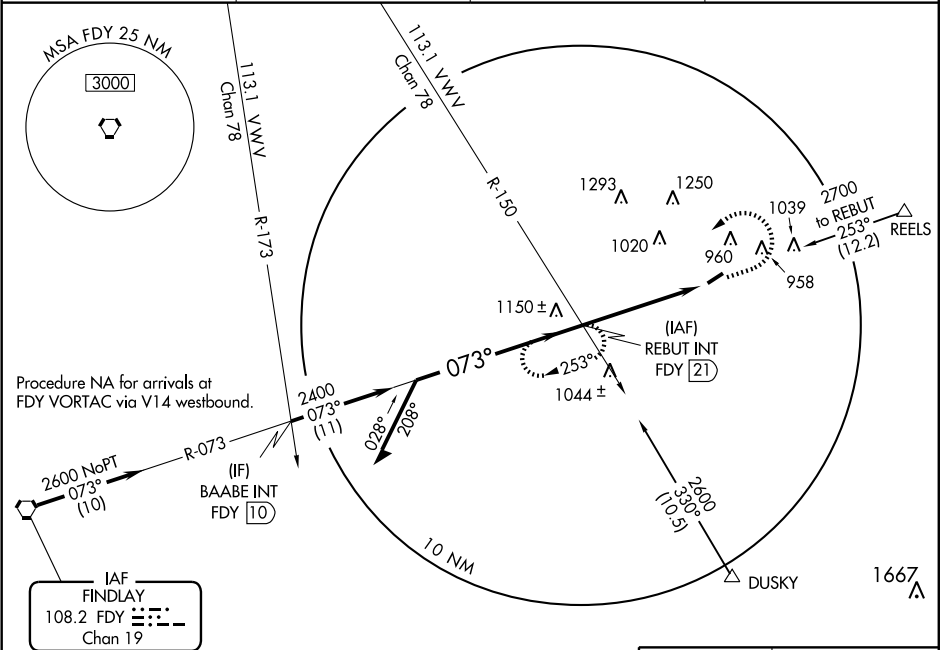
VOR RWY 6

TIFFIN / SENECA COUNTY (16G)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 then left turn via FDY R-073 to REBUT INT/FDY 21 DME and hold.

AWOS-3 127.175	FINDLAY ASOS 124.425	TOLEDO APP CON 120.8 317.55	UNICOM 123.0 (CTAF) 0
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TOLEDO

METCALF FLD (TDZ) 6 SE UTC-5(-4DT) N41°33.90' W83°28.93'

623 B S4 FUEL 100LL, JET A OX 1, 3 NOTAM FILE TDZ
RWY 14-32: H5829X100 (ASPH-GRVD) S-63, D-85, 2S-107 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34'. Thld displcd 578'.
Tower.

RWY 32: VASI(V4L)—GA 3.0° TCH 43'. Thld displcd 587'. Road.

RWY 04-22: H3799X75 (ASPH) S-63, D-85, 2S-107 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Thld displcd 100'.
Road.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Thld displcd 380'.
Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA 4600 TODA 4600 ASDA 5242 LDA 4680

RWY 32: TORA 5268 TODA 5268 ASDA 5268 LDA 4680

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun

1300-0100Z†. Parallel twy Rwy 04-22 and Rwy 14-32 35' wide.
Seagulls on and invof arpt. Ldg fee. ACTIVATE MIRL Rwy 04-22
and Rwy 14-32, REIL and PAPI Rwy 04, Rwy 22, Rwy 14 and VASI
Rwy 32—CTAF.

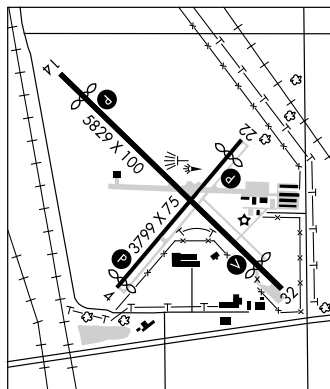
WEATHER DATA SOURCES: ASOS 121.575 (419) 838-5034.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ TOLEDO APP/DEP CON 126.1 CLNC DEL 125.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 048° 9.8 NM to fld. 660/2W.



TOLEDO EXPRESS (TOL) 10 W UTC-5(-4DT) N41°35.21' W83°48.47'

683 B S4 FUEL 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE TOL
RWY 07-25: H10599X150 (ASPH-GRVD) S-100, D-174, 2S-175, 2D-300, 2D/2D2-550

HIRL CL

RWY 07: ALSF2. TDZL. Trees.

RWY 25: MALSR. VASI(V4L)—GA 3.0° TCH 51'. Trees. 0.3% up.

RWY 16-34: H5599X150 (ASPH-GRVD) S-100, D-174, 2S-175,
2D-300 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Trees.

RWY 34: REIL.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA 10599 TODA 10599 ASDA 10599 LDA 10599

RWY 16: TORA 5599 TODA 5599 ASDA 5599 LDA 5599

RWY 25: TORA 10599 TODA 10599 ASDA 10599 LDA 10599

RWY 34: TORA 5599 TODA 5599 ASDA 5599 LDA 5599

ARRESTING GEAR/SYSTEM

RWY 07 ←BAK-12

BAK-12 →RWY 25

AIRPORT REMARKS: Attended continuously. Fuel and svc avbl

1300-0500Z†. Birds and deer on and invof arpt. Twy A west of
Rwy 16 and the ramp between Twy B9 and B13 not visible from
twr. Customs: Sat-Sun req must be made prior to 2200Z† on Fri,
phone 419-259-6424.

WEATHER DATA SOURCES: ASOS (419) 865-8351.

COMMUNICATIONS: ATIS 118.75 UNICOM 122.95

Ⓡ APP/DEP CON 126.1 (360°-179°) 134.35 (180°-359°) 123.975

TOWER 118.1 **GND CON** 121.9 **CLNC DEL** 121.75

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

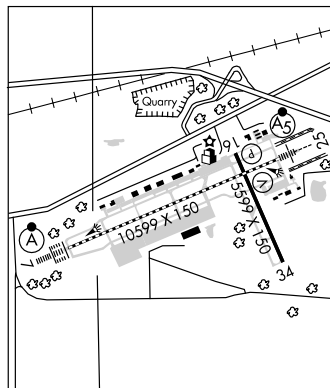
WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 319° 11.1 NM to fld. 664/2W.

TOPHR NDB (LOM) 219 TO N41°33.21' W83°55.27' 074° 5.5 NM to fld. Unmonitored. NOTAM FILE TOL.

ILS 109.7 I-TOL Rwy 07. Class IE. LOM TOPHR NDB.

ILS 108.7 I-BQE Rwy 25. Class IA. LOC unusable 0.4 NM inbound. ILS unmonitored when twr clsd.

ASR





DETROIT

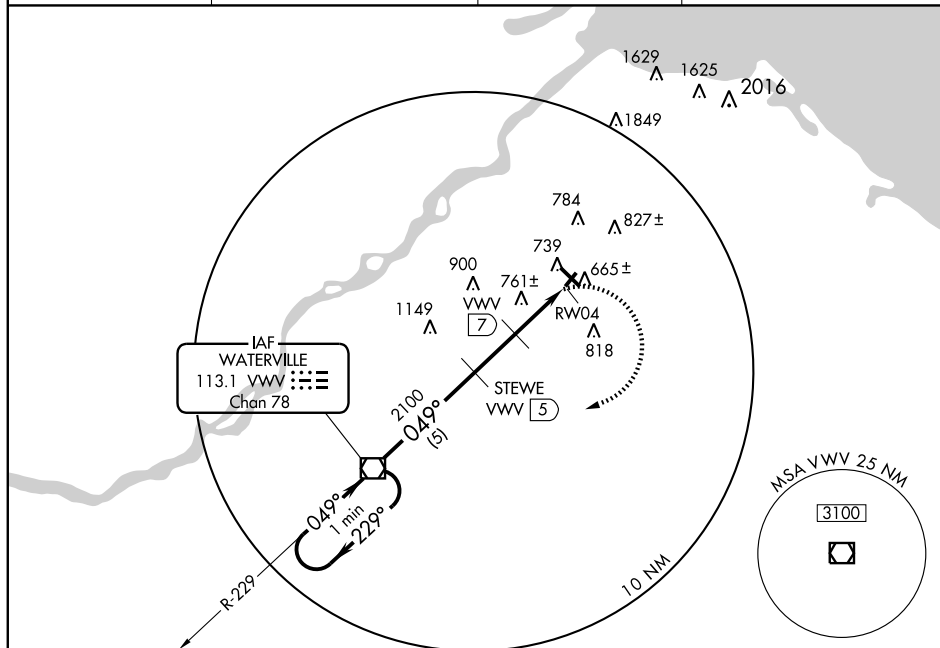
H-106, L-28J
IAP, AD

VOR/DME VVWV 113.1 Chan 78	APP CRS 049°	Rwy Idg TDZE Apt Elev	3699 622 623
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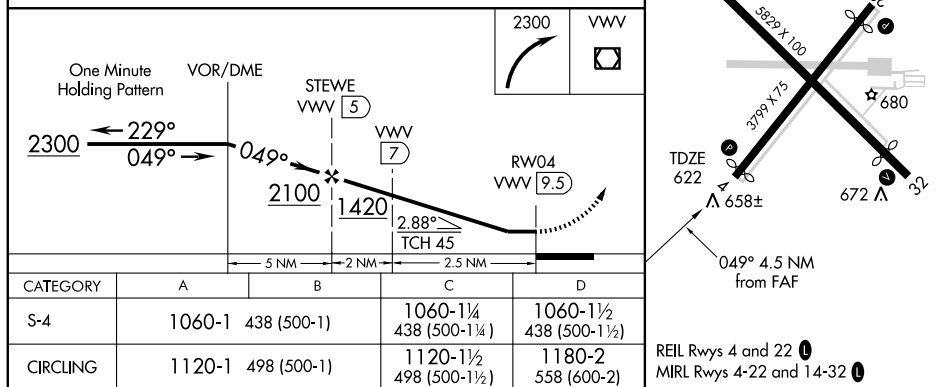
VOR/DME or GPS RWY 4

TOLEDO / METCALF FIELD (TDZ)

		MISSED APPROACH: Climbing right turn to 2300 direct VVWV VOR/DME and hold.	
ASOS 121.575	TOLEDO APP CON 126.1 307.0	CLNC DEL 125.6	UNICOM 123.05 (CTAF) 



NoPT for arrivals on VVWV VOR/DME airway radials 150 clockwise 308.



VOR/DME VVWV
113.1
 Chan **78**

APP CRS
049°

Rwy Idg
 TDZE **622**
 Apt Elev **623**

VOR RWY 4
 TOLEDO/METCALF FIELD (TDZ)



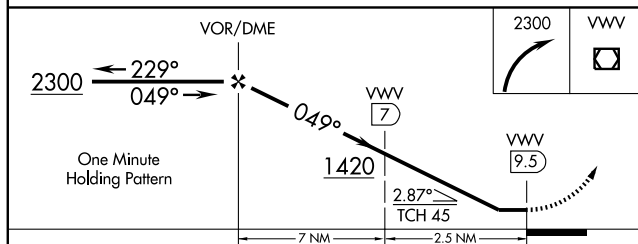
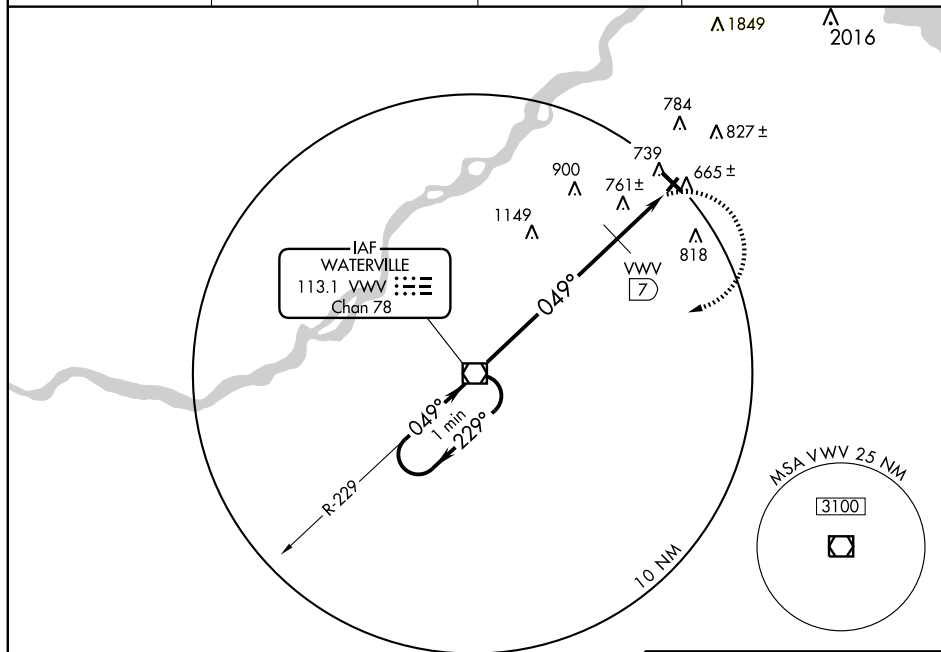
MISSED APPROACH: Climbing right turn
 to 2300 direct VVWV VOR/DME and hold.

ASOS
121.575

TOLEDO APP CON
126.1 307.0

CLNC DEL
125.6

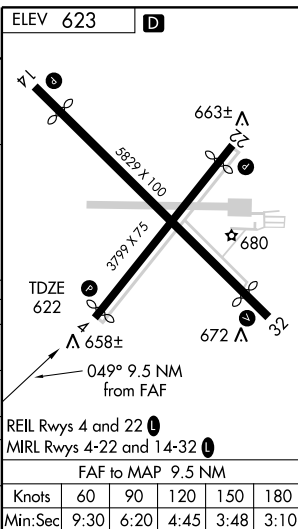
UNICOM
123.05 (CTAF)



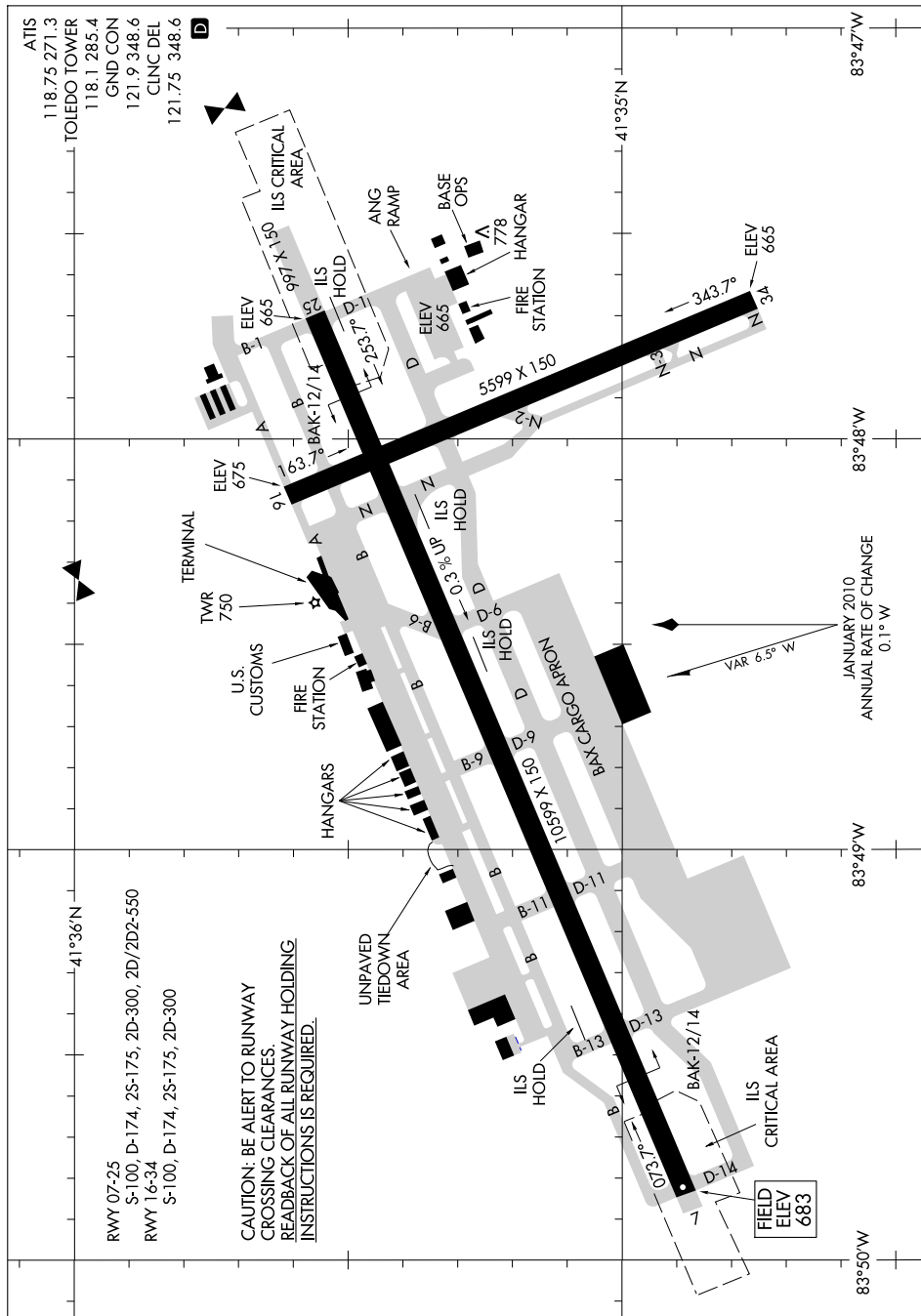
CATEGORY	A	B	C	D
S-4	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
CIRCLING	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)

DME MINIMUMS

S-4	1060-1 438 (500-1)	1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1 498 (500-1)	1120-1½ 498 (500-1½)	1180-2 558 (600-2)



EC-2, 26 AUG 2010 to 23 SEP 2010



TOLEDO

METCALF FLD (TDZ) 6 SE UTC-5(-4DT) N41°33.90' W83°28.93'

623 B S4 FUEL 100LL, JET A OX 1, 3 NOTAM FILE TDZ
RWY 14-32: H5829X100 (ASPH-GRVD) S-63, D-85, 2S-107 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34'. Thld displcd 578'.
Tower.

RWY 32: VASI(V4L)—GA 3.0° TCH 43'. Thld displcd 587'. Road.

RWY 04-22: H3799X75 (ASPH) S-63, D-85, 2S-107 MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Thld displcd 100'.
Road.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Thld displcd 380'.
Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA 4600 TODA 4600 ASDA 5242 LDA 4680

RWY 32: TORA 5268 TODA 5268 ASDA 5268 LDA 4680

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun

1300-0100Z+. Parallel twy Rwy 04-22 and Rwy 14-32 35' wide.
Seagulls on and invof arpt. Ldg fee. ACTIVATE MIRL Rwy 04-22
and Rwy 14-32, REIL and PAPI Rwy 04, Rwy 22, Rwy 14 and VASI
Rwy 32—CTAF.

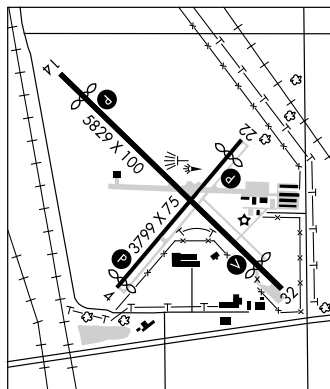
WEATHER DATA SOURCES: ASOS 121.575 (419) 838-5034.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ TOLEDO APP/DEP CON 126.1 CLNC DEL 125.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 048° 9.8 NM to fld. 660/2W.



TOLEDO EXPRESS (TOL) 10 W UTC-5(-4DT) N41°35.21' W83°48.47'

683 B S4 FUEL 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE TOL
RWY 07-25: H10599X150 (ASPH-GRVD) S-100, D-174, 2S-175, 2D-300, 2D/2D2-550

HIRL CL

RWY 07: ALSF2. TDZL. Trees.

RWY 25: MALSR. VASI(V4L)—GA 3.0° TCH 51'. Trees. 0.3% up.

RWY 16-34: H5599X150 (ASPH-GRVD) S-100, D-174, 2S-175,
2D-300 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 48'. Trees.

RWY 34: REIL.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA 10599 TODA 10599 ASDA 10599 LDA 10599

RWY 16: TORA 5599 TODA 5599 ASDA 5599 LDA 5599

RWY 25: TORA 10599 TODA 10599 ASDA 10599 LDA 10599

RWY 34: TORA 5599 TODA 5599 ASDA 5599 LDA 5599

ARRESTING GEAR/SYSTEM

RWY 07 ←BAK-12

BAK-12 →RWY 25

AIRPORT REMARKS: Attended continuously. Fuel and svc avbl

1300-0500Z+. Birds and deer on and invof arpt. Twy A west of
Rwy 16 and the ramp between Twy B9 and B13 not visible from
twr. Customs: Sat-Sun req must be made prior to 2200Z+ on Fri,
phone 419-259-6424.

WEATHER DATA SOURCES: ASOS (419) 865-8351.

COMMUNICATIONS: ATIS 118.75 UNICOM 122.95

Ⓡ APP/DEP CON 126.1 (360°-179°) 134.35 (180°-359°) 123.975

TOWER 118.1 **GND CON** 121.9 **CLNC DEL** 121.75

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

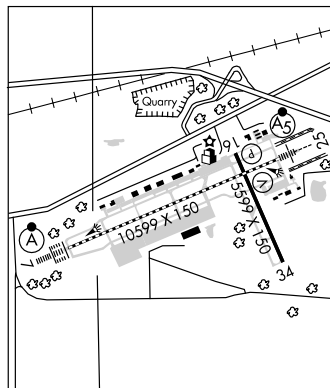
WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09' W83°38.32' 319° 11.1 NM to fld. 664/2W.

TOPHR NDB (LOM) 219 TO N41°33.21' W83°55.27' 074° 5.5 NM to fld. Unmonitored. NOTAM FILE TOL.

ILS 109.7 I-TOL Rwy 07. Class IE. LOM TOPHR NDB.

ILS 108.7 I-BQE Rwy 25. Class IA. LOC unusable 0.4 NM inbound. ILS unmonitored when twr clsd.

ASR



DETROIT

H-106, L-28J

IAP, AD

LOCALIZER I-TOL 109.7	APCH CRS 072°	Rwy ldg 10,599 TDZE 683 Arpt Elev 683
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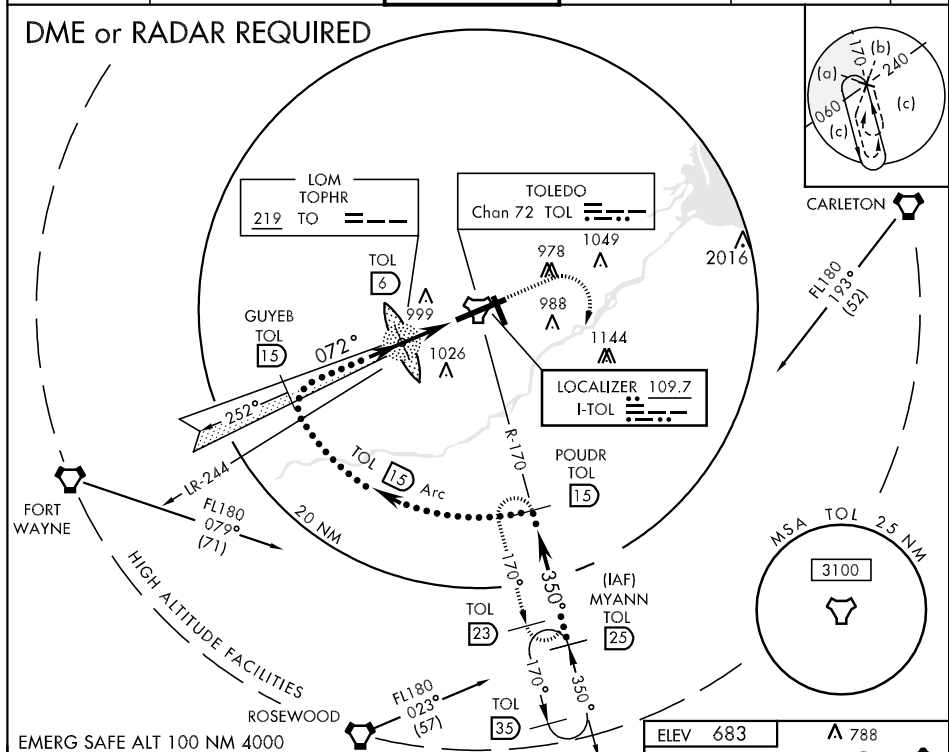
JAL-184 [USAF]

TOLEDO EXPRESS (KTOL)


<p>▼ * When ALS inop increase CAT E RVR to 40, vis to $\frac{3}{8}$ mile. ** When ALS inop increase CAT E vis to $1\frac{1}{2}$ miles.</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 via TOL R-170 to POUDR and hold.</p>
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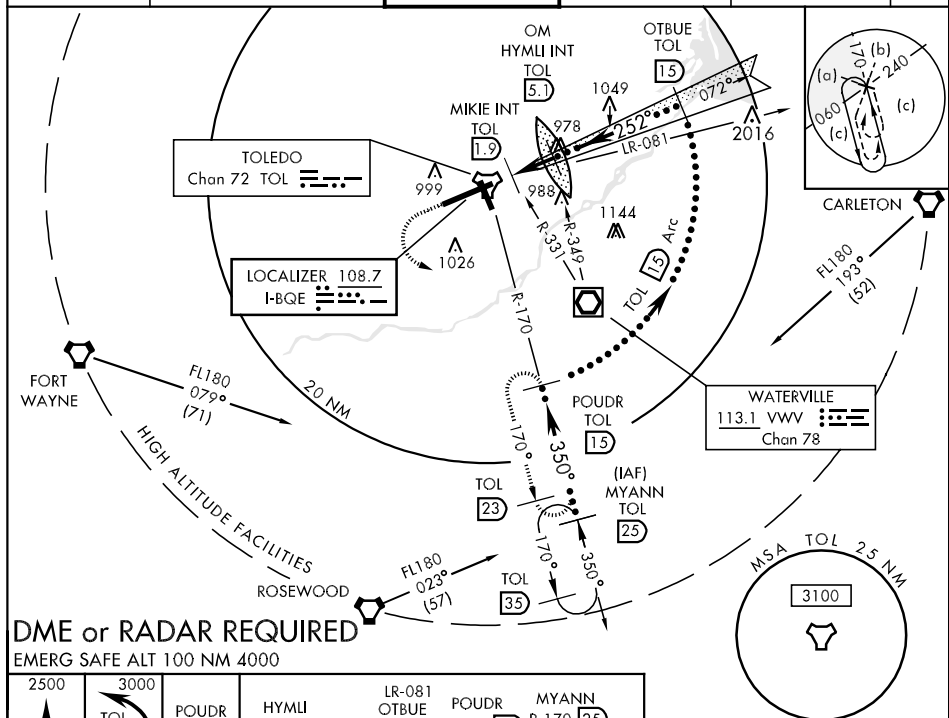
ATIS 118.75 271.3	TOLEDO APP CON 126.1 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75	ASR
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DME or RADAR REQUIRED



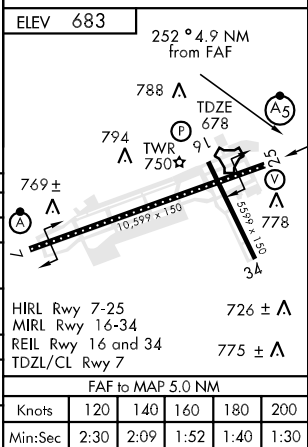
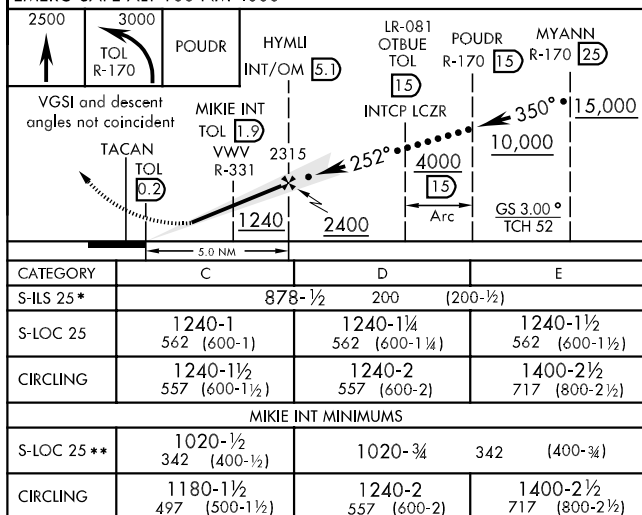
HI-ILS or LOC RWY 25

LOCALIZER I-BQ-E 108.7		APCH CRS 252°		Rwy Idg 10,599 TDZE 678 Arpt Elev 683		JAL-184 [USAF]		TOLEDO EXPRESS (KTOL)	
▼ * When ALS inop increase CAT E vis to ¾ mile. ** When ALS inop increase CAT E vis to 1¼ mile.						MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 via TOL R-170 to POUDR (TOL R-170/15 DME) and hold.			
ATIS 118.75 271.3		TOLEDO APP CON 126.1 317.55		TOLEDO TOWER 118.1 285.4		GND CON 121.9 348.6		CLNC DEL 121.75	
									ASR



DME or RADAR REQUIRED

EMERG SAFE ALT 100 NM 4000



TOLEDO EXPRESS (KTOL)

HI-ILS or LOC RWY 25

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

TACAN TOL
Chen 72

APCH CRS
068°

Rwy Idg	10,599
TDZE	683
Arpt Elev	683

JAL-184 [USAF]

TOLEDO EXPRESS (KTOL)



MISSED APPROACH: Climb to 3000 then right turn via TOL R-170 to POUDR and hold.

ATIS
118.75 271.3

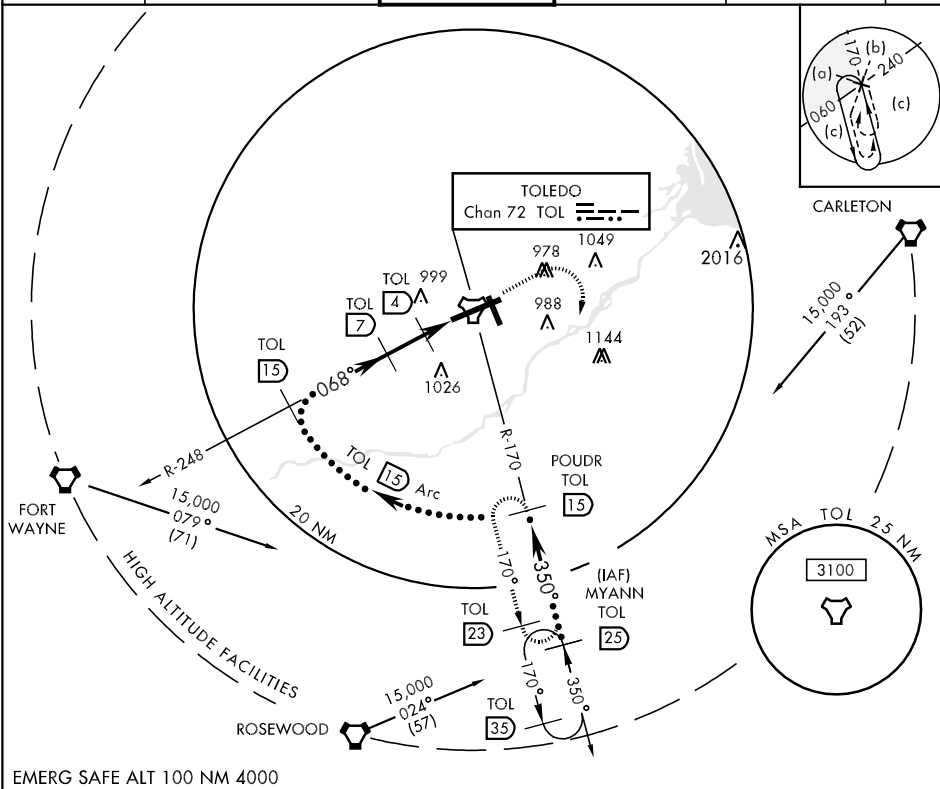
TOLEDO APP CON
126.1 317.55

TOLEDO TOWER
118.1 285.4

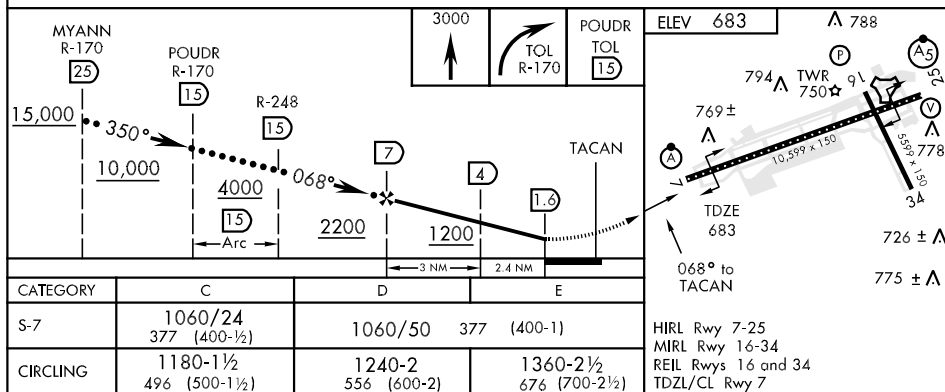
GND CON
121.9 348.6

CLNC DEL
121.75

ASR



EMERG SAFE ALT 100 NM 4000



TOLEDO, OHIO

Amdt 6 10070

41° 35'N-83° 48'W

TOLEDO EXPRESS (KTOL)

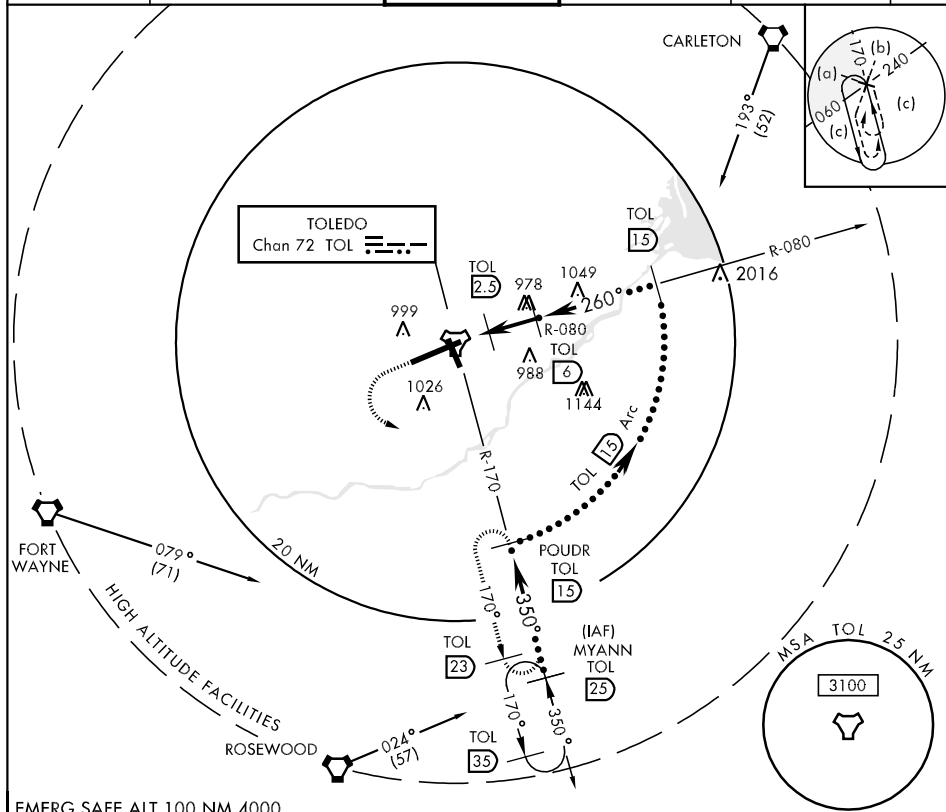
HI-TACAN RWY 7

TACAN Chan 72	APCH CRS 260°	Rwy ldg 10,599 TDZE 678 Arpt Elev 683
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JAL-184 [USAF]

TOLEDO EXPRESS (KTOL)

V	MALSR (A5)	MISSED APPROACH: Climb to 3000 then left turn via TOL R-170 to POUDR and hold.			
ATIS 118.75 271.3	TOLEDO APP CON 126.1 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75	ASR



EMERG SAFE ALT 100 NM 4000

3000	POUDR TOL 15	POUDR R-170	MYANN R-170 15,000	ELEV 683
TACAN	R-080 2400	R-170 4000	R-170 10,000	260° to TACAN
8 NM	5 NM	15	15	788 A
TDZE 678	794 A	769 ±	778 A	34
750	750	750	750	750
10,599 x 150	10,599 x 150	10,599 x 150	10,599 x 150	10,599 x 150
726 ± A	775 ± A	775 ± A	775 ± A	775 ± A
HIRL Rwy 7-25	MIRL Rwy 16-34	REIL Rwy 16 and 34	TDZL/CL Rwy 7	

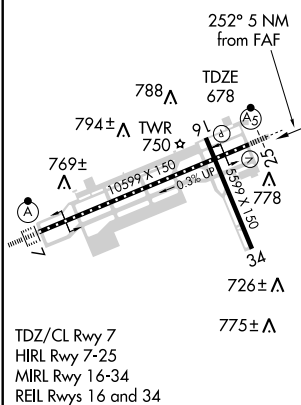
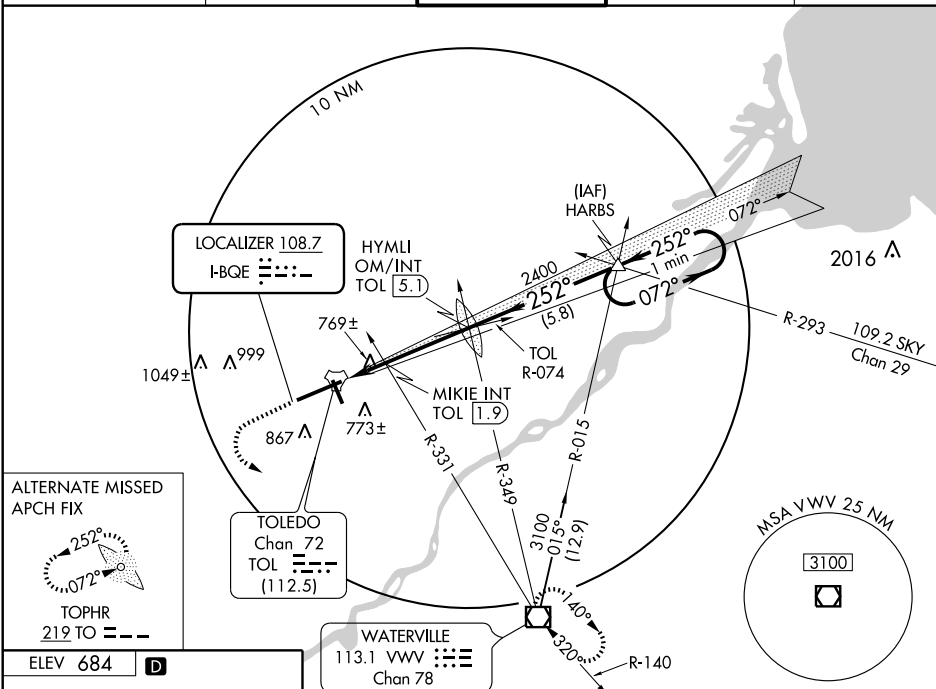
LOC I-BQE 108.7	APP CRS 252°	Rwy Idg TDZE Apt Elev	10599 678 684
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ILS or LOC RWY 25

TOLEDO EXPRESS (TOL)

V ASR	If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. When ALS inoperative, increase Cat E S-ILS 25 visibility ¼ mile, S-LOC 25 ½ mile.	MALSR 	MISSED APPROACH: Climb to 2500, then left turn direct VVV VOR/DME and hold.
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ATIS 118.75 271.3	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75 348.6
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FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-ILS 25	878-½ 200 (200-½)				
S-LOC 25	1240-½ 562 (600-½)	1240-1 562 (600-1)	1240-1¼ 562 (600-1¼)	1240-1½ 562 (600-1½)	1240-2 562 (600-2)
CIRCLING	1240-1 556 (600-1)	1240-1½ 556 (600-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)	1400-3 716 (800-3)
MIKIE FIX MINIMUMS					
S-LOC 25	1060-½ 382 (400-½)				
CIRCLING	1180-1 496 (500-1)	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)	1400-3 716 (800-3)

WAAS CH 99399 W07A	APP CRS 072°	Rwy Idg TDZE Apt Elev	10599 683 684
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RNAV (GPS) RWY 7

TOLEDO EXPRESS (TOL)

ASR Baro-VNAV NA Below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. VDP and Baro VNAV NA when using Lambertville/Toledo Suburban altimeter setting. For inoperative ALSF, increase LNAV Cat. D/E visibility to RVR 6000, increase LPV visibility to RVR 6000 all Cats.



MISSED APPROACH: Climb to 3000 direct AKEPE and hold.

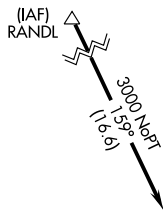
ATIS
118.75 271.3

TOLEDO APP CON
134.35 317.55

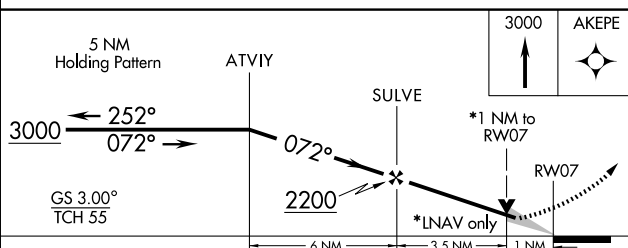
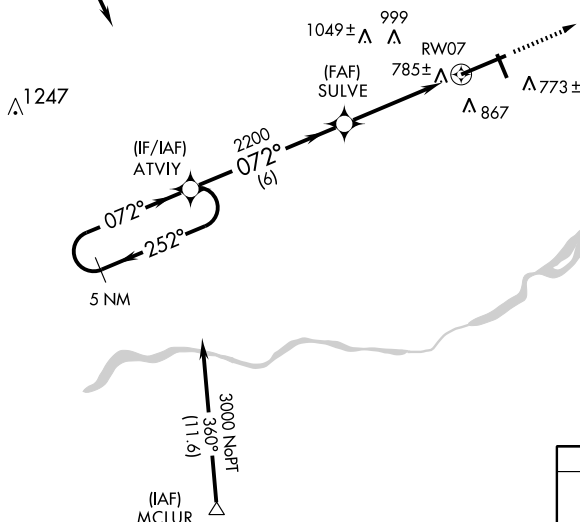
TOLEDO TOWER
118.1 285.4

GND CON
121.9 348.6

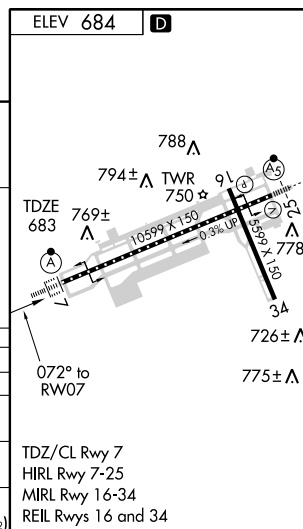
CLNC DEL
121.75 348.6



Procedure NA for arrivals
at RANDL
via V30-45 Northwest bound.



CATEGORY	A	B	C	D	E
LPV DA		1018/40	335 (400-¾)		
LNAV/VNAV DA		1086/50	403 (500-1)		
LNAV MDA	1040/24	357 (400-½)		1040/50	357 (400-1)
CIRCLING	1180-1½	496 (500-1½)		1240-2 556 (600-2)	1400-2½ 716 (800-2½)

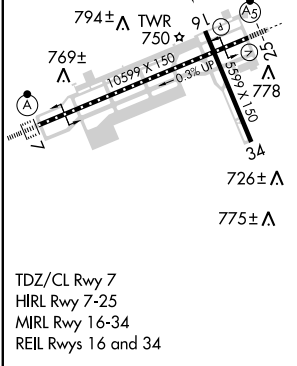
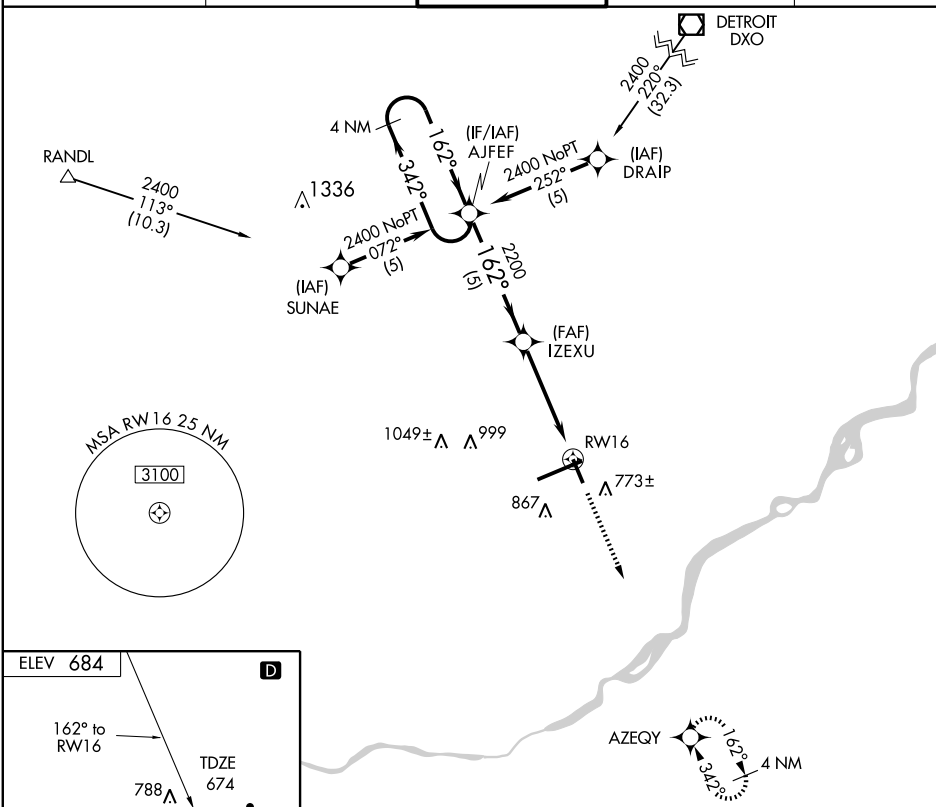


APP CRS	Rwy ldg	5599
162°	TDZE	674
	Apt Elev	684

RNAV (GPS) RWY 16

TOLEDO EXPRESS (TOL)

<div><div><div></div><div>NA</div><div>ASR</div></div></div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2300 direct AZEQY WP and hold.			
ATIS 118.75 271.3	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75 348.6	



4 NM Holding Pattern		AJFEF		IZEXU		2300	AZEQY
2400		342°		162°		1 NM to RW16	
2200		3.04°		TCH 50		RW16	
5 NM		3.6 NM		1 NM			
CATEGORY	A	B	C	D	E		
LNAV MDA	1040-1		366 (400-1)		1040-1¼		NA
				366 (400-1¼)			
CIRCLING	1180-1		496 (500-1)		1180-1½		NA
				496 (500-1½)		1240-2	
						556 (600-2)	

WAAS CH 48899 W25A	APP CRS 252°	Rwy Idg TDZE Apt Elev	10599 678 683
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RNAV (GPS) RWY 25

TOLEDO EXPRESS (TOL)

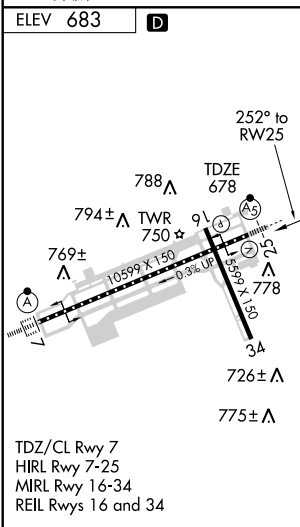
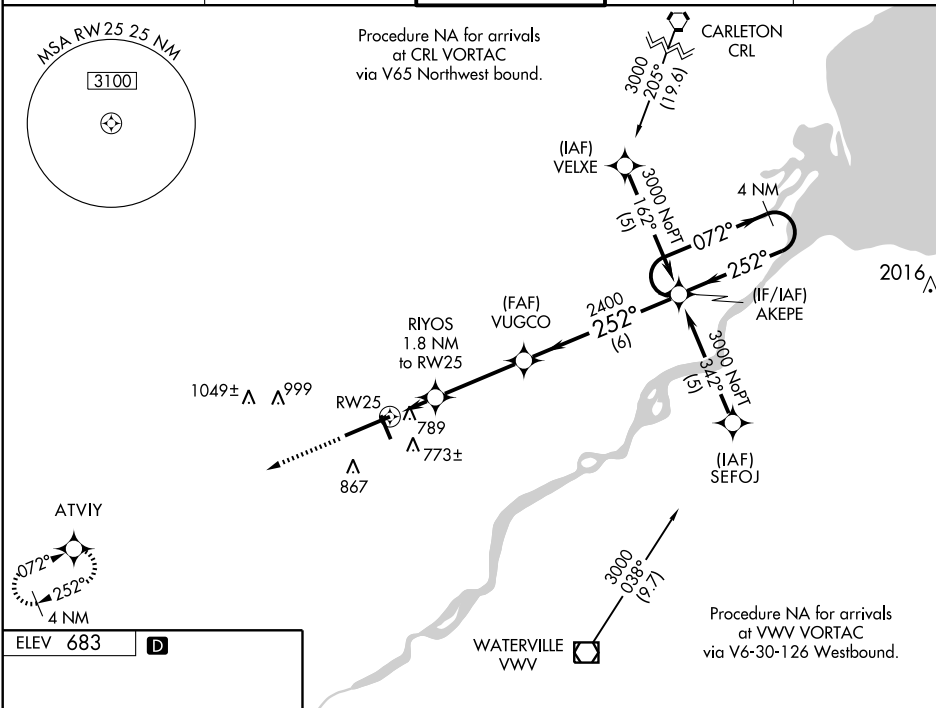
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat D/E visibility to 1¼ mile.

▲ ASR



MISSED APPROACH:
Climb to 3000 direct ATVIY and hold.

ATIS 118.75 271.3	TOLEDO APP CON 134.35 317.55	TOLEDO TOWER 118.1 285.4	GND CON 121.9 348.6	CLNC DEL 121.75 348.6
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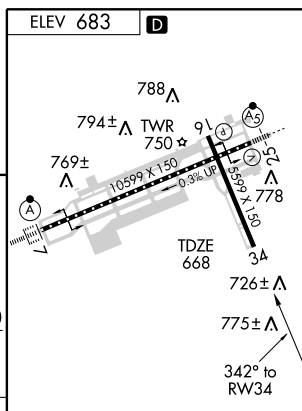
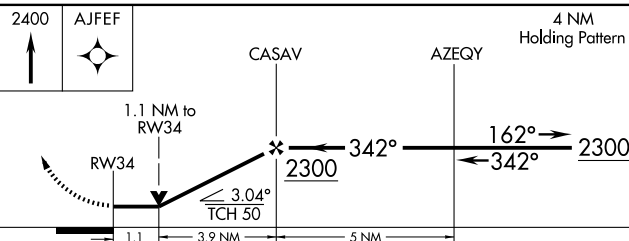
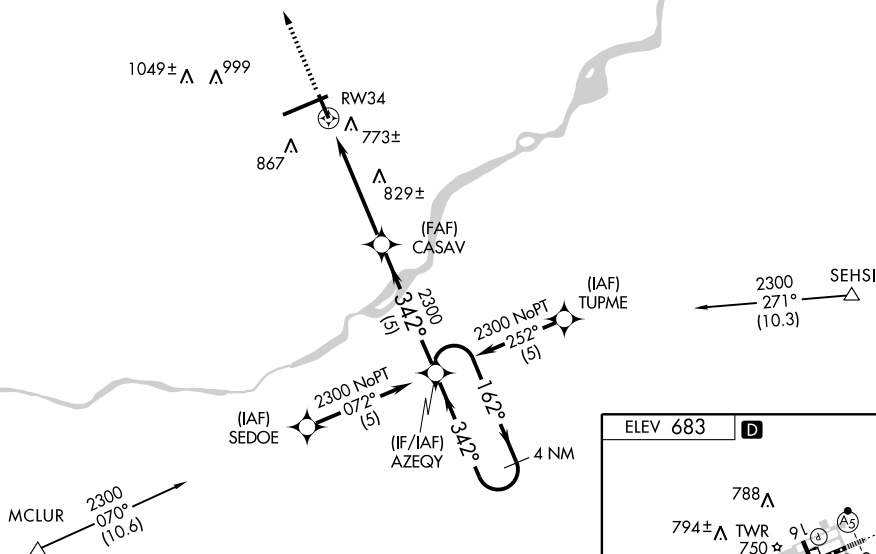
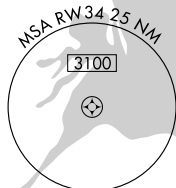
3000	ATVIY	RIYOS 1.8 NM to RW25	VUGCO	AKEPE	4 NM Holding Pattern
*LNAV only	*1 NM to RW25	*1280	2400	3000	072° → ← 252°
RW25	1 NM	0.8 NM	3.4 NM	6 NM	GS 3.00° TCH 52 VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	E
LPV DA	878-½ 200 (200-½)				
LNAV/VNAV DA	1065-1 387 (400-1)				
LNAV MDA	1040-½ 362 (400-½)			1040-1 362 (400-1)	
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

RNAV (GPS) RWY 34
TOLEDO EXPRESS (TOL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400
direct AJFEF WP and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



CATEGORY	A	B	C	D
INAV MDA	1080-1 412 (400-1)		1080-1¼ 412 (400-1¼)	
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34

VOR/DME VVWV
113.1
 Chan **78**

APP CRS
319°

Rwy Idg **5599**
 TDZE **668**
 Apt Elev **684**

VOR/DME RWY 34
 TOLEDO EXPRESS (TOL.)



MISSED APPROACH: Climb to 2500, then
 left turn direct VVWV VOR/DME and hold.

ATIS
118.75 271.3

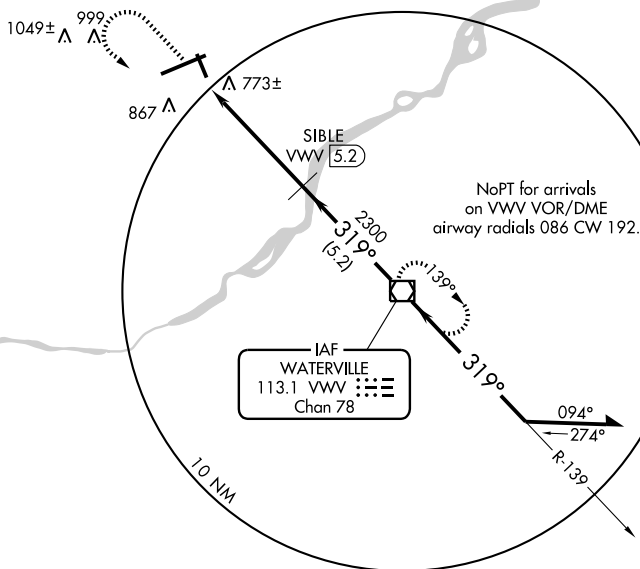
TOLEDO APP CON
134.35 317.55

TOLEDO TOWER
118.1 285.4

GND CON
121.9 348.6

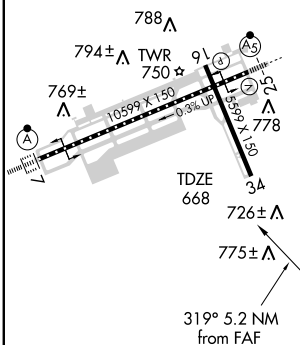
CLNC DEL
121.75 348.6

△ 2016



IAF
 WATERVILLE
 113.1 VVWV
 Chan 78

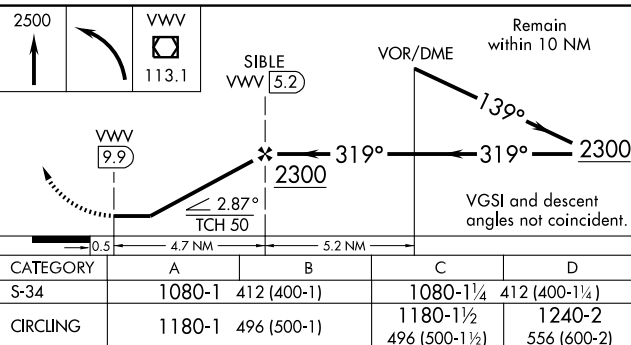
ELEV 684



TDZ/CL Rwy 7
 HIRL Rwy 7-25
 MRL Rwy 16-34
 REIL Rws 16 and 34

MSA VVWV 25 NM

3100



UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC-5(-4DT) N40°53.00' W83°18.87'

830 B NOTAM FILE CLE

RWY 18-36: H3997X75 (ASPH) S-12.5 MIRL

RWY 18: Trees. RWY 36: P-line.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36-123.050.

COMMUNICATIONS: CTAF 122.9

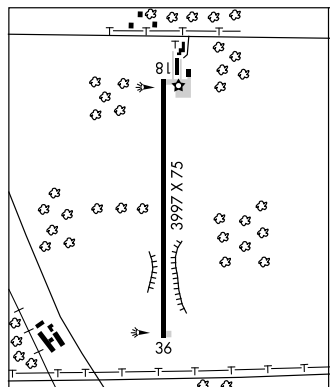
Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z‡)

Ⓡ CLEVELAND CENTER APP/DEP CON 135.1 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32'

W83°45.36' 104°20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (174) 1 N UTC-5(-4DT) N40°07.96' W83°45.21'

1068 B S2 FUEL 100LL, JET A TPA-1868(800) NOTAM FILE DAY

RWY 02-20: H4400X100 (ASPH) MIRL

RWY 02: REIL. PAPI(P4R). Tree. RWY 20: REIL. PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z‡, Sat-Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02-20; REIL Rws 02 and 20-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (937) 484-5863.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ DAYTON APP/DEP CON 118.425 (360°-090°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 130°16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC-5(-4DT) N40°05.47' W83°41.36'

1150 NOTAM FILE DAY

RWY 09-27: 2534X75 (TURF)

RWY 09: Trees. RWY 27: P-line.

AIRPORT REMARKS: Attended irregularly. Rwy 09-27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC-5(-4DT) N40°51.88' W84°36.57'

785 B FUEL 100LL, JET A TPA-1597(812) NOTAM FILE DAY

RWY 09-27: H4000X75 (ASPH) S-8 MIRL

RWY 09: REIL. PAPI(P4L). P-line. RWY 27: REIL. PAPI(P4L). Trees.

RWY 18-36: 2610X105 (TURF)

RWY 18: Thld dsplcd 315'. Tree. RWY 36: Thld dsplcd 510'. P-line.

AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1400-2300Z‡, Sun by prior arrangement, Nov-Mar Mon-Sat 1500-2200Z‡, Sun 1700-2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no-wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L-shaped 2'x6' concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09-27 and REIL and PAPI Rwy 09 and Rwy 27-CTAF.

WEATHER DATA SOURCES: AWOS-3 125.175 (419) 232-2967.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ FORT WAYNE APP/DEP CON 132.15 (SE-NE of active rwy) 127.2 (SW-NW of active rwy)

RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.

FORT WAYNE (H) VORTAC 117.8 FWA Chan 125 N40°58.74' W85°11.28' 104°27.2 NM to fld. 793/00E.

STANLEY NDB (MHW) 411 VFU N40°51.75' W84°36.83' at fld. NOTAM FILE DAY.

COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37' W84°31.36' NOTAM FILE DAY.

NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef.

DETROIT

L-28J, 29A

IAP

DETROIT

L-27E

IAP

DETROIT

DETROIT

L-27E

IAP

DETROIT

L-27E

VORTAC FDY 108.2 Chan 19	APP CRS 104°	Rwy Idg TDZE Apt Elev 830	N/A N/A 830
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VOR or GPS-A

UPPER SANDUSKY / WYANDOT COUNTY (56D)

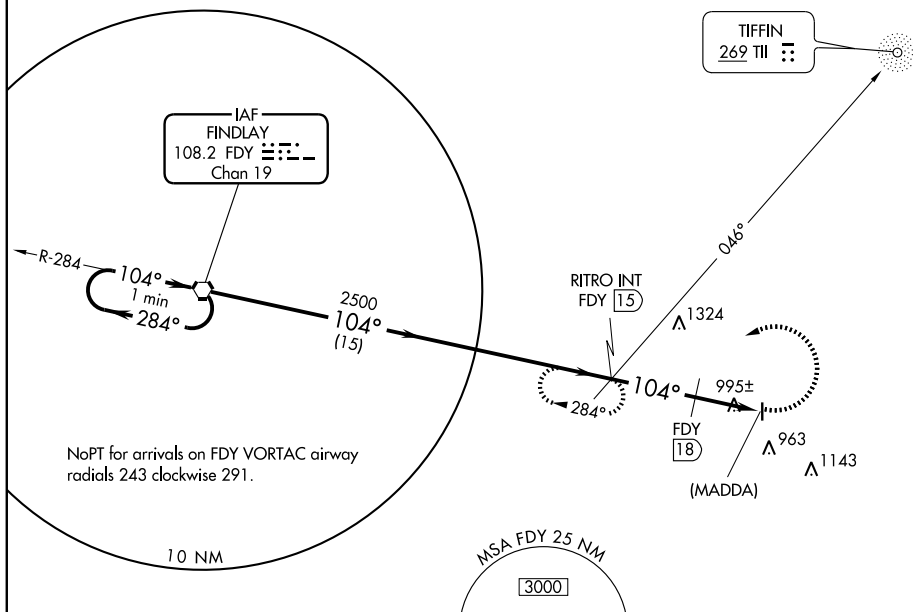
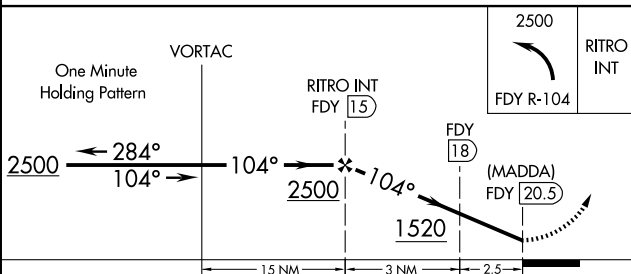


NA

Use Findlay altimeter setting.

MISSED APPROACH: Climbing left turn to 2500
via FDY R-104 to RITRO Int/15 DME and hold.FINDLAY ASOS
124.425MANSFIELD APP CON ★
124.2 390.8CTAF
122.9**123.05 0**

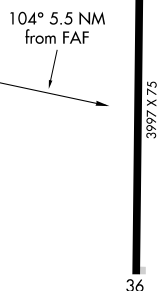
A 1817

**DME or ADF REQUIRED**

CATEGORY	A	B	C	D
CIRCLING	1520-1 690 (700-1)	1520-1¼ 690 (700-1¼)	1520-2 690 (700-2)	1520-2¼ 690 (700-2¼)

DME MINIMUMS				
CIRCLING	1340-1 510 (600-1)	1340-1¼ 510 (600-1¼)	1340-1½ 510 (600-1½)	1380-2 550 (600-2)

ELEV 830



MIRL Rwy 18-36 0

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

VOR or GPS-A

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC-5(-4DT) N40°53.00' W83°18.87'

830 B NOTAM FILE CLE

RWY 18-36: H3997X75 (ASPH) S-12.5 MIRL

RWY 18: Trees. RWY 36: P-line.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36-123.050.

COMMUNICATIONS: CTAF 122.9

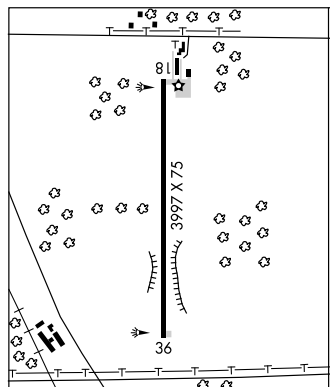
Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z‡)

Ⓡ CLEVELAND CENTER APP/DEP CON 135.1 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32'

W83°45.36' 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (174) 1 N UTC-5(-4DT) N40°07.96' W83°45.21'

1068 B S2 FUEL 100LL, JET A TPA-1868(800) NOTAM FILE DAY

RWY 02-20: H4400X100 (ASPH) MIRL

RWY 02: REIL. PAPI(P4R). Tree. RWY 20: REIL. PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z‡, Sat-Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02-20; REIL Rws 02 and 20-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (937) 484-5863.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ DAYTON APP/DEP CON 118.425 (360°-090°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC-5(-4DT) N40°05.47' W83°41.36'

1150 NOTAM FILE DAY

RWY 09-27: 2534X75 (TURF)

RWY 09: Trees. RWY 27: P-line.

AIRPORT REMARKS: Attended irregularly. Rwy 09-27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC-5(-4DT) N40°51.88' W84°36.57'

785 B FUEL 100LL, JET A TPA-1597(812) NOTAM FILE DAY

RWY 09-27: H4000X75 (ASPH) S-8 MIRL

RWY 09: REIL. PAPI(P4L). P-line. RWY 27: REIL. PAPI(P4L). Trees.

RWY 18-36: 2610X105 (TURF)

RWY 18: Thld dsplcd 315'. Tree. RWY 36: Thld dsplcd 510'. P-line.

AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1400-2300Z‡, Sun by prior arrangement, Nov-Mar Mon-Sat 1500-2200Z‡, Sun 1700-2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no-wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L-shaped 2'x6' concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09-27 and REIL and PAPI Rwy 09 and Rwy 27-CTAF.

WEATHER DATA SOURCES: AWOS-3 125.175 (419) 232-2967.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ FORT WAYNE APP/DEP CON 132.15 (SE-NE of active rwy) 127.2 (SW-NW of active rwy)

RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.

FORT WAYNE (H) VORTAC 117.8 FWA Chan 125 N40°58.74' W85°11.28' 104° 27.2 NM to fld. 793/00E.

STANLEY NDB (MHW) 411 VFU N40°51.75' W84°36.83' at fld. NOTAM FILE DAY.

COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37' W84°31.36' NOTAM FILE DAY.

NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef.

DETROIT

L-281, 29A

IAP

DETROIT

L-27E

IAP

DETROIT

DETROIT

L-27E

IAP

DETROIT

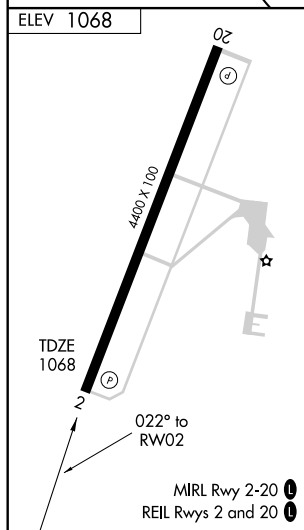
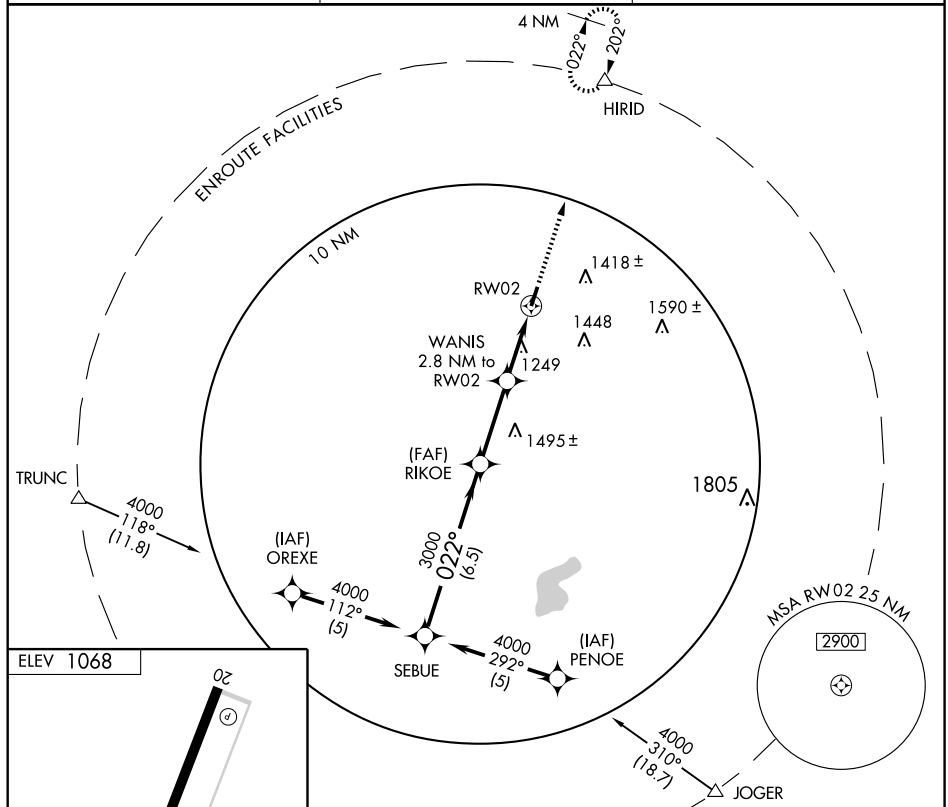
L-27E

APP CRS 022°	Rwy Idg TDZE Apt Elev	4400 1068 1068
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RNAV (GPS) RWY 2

URBANA / GRIMES FIELD (I74)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct HIRID WP and hold.	
AWOS-3 118.325	DAYTON APP CON 118.425 294.5		UNICOM 122.7 (CTAF) 0



SEBUE	RIKOE	WANIS 2.8 NM to RW02	1.3 NM to RW02	3000	HIRID
4000	022°	3000	2000	↑	△
Procedure Turn NA	3.00° TCH 44	6.5 NM	3.1 NM	1.6 NM	1.3
CATEGORY	A	B	C	D	
LNNAV MDA	1500 - 1	432 (500-1)	1500 - 1¼ 432 (500-1¼)	NA	
CIRCLING	1580 - 1	512 (600-1)	1580 - 1½ 512 (600-1½)	NA	

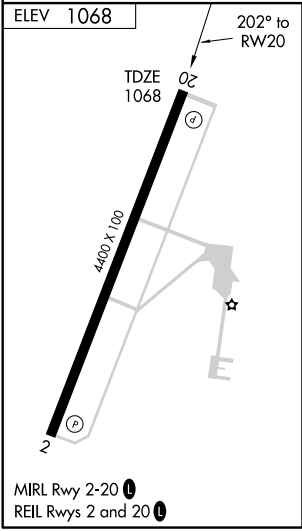
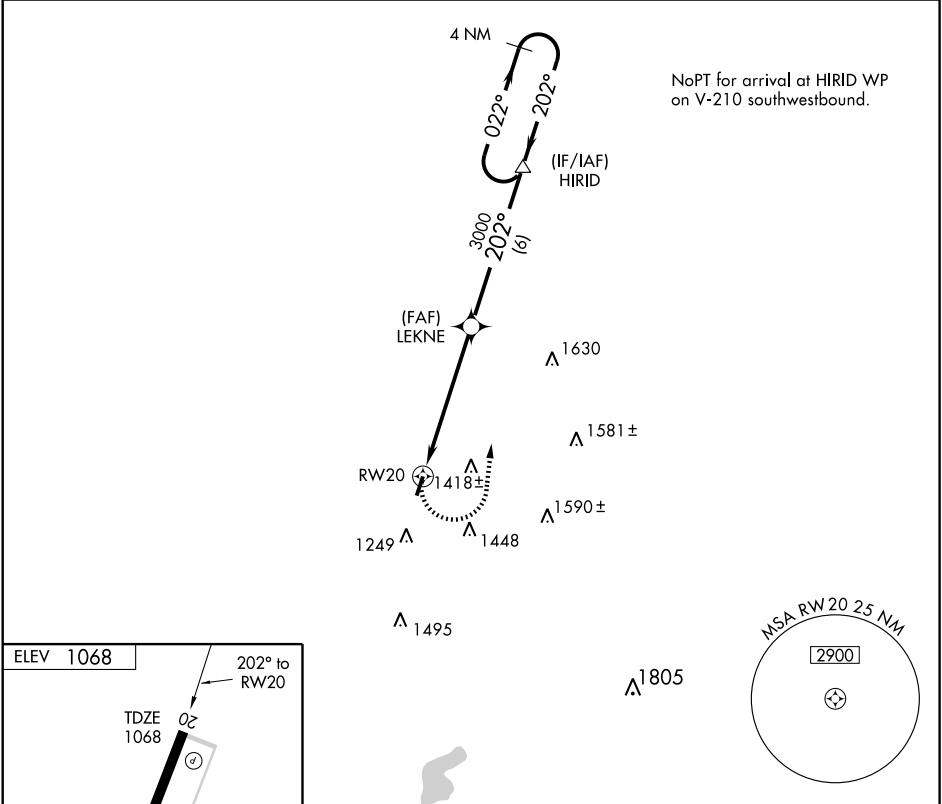
APP CRS 202°	Rwy Idg TDZE Apt Elev	4400 1068 1068
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RNAV (GPS) RWY 20

URBANA / GRIMES FIELD (I74)

DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 3000 direct HIRID WP and hold.
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AWOS-3 118.325	DAYTON APP CON 118.425 294.5	UNICOM 122.7 (CTAF) 0
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	3000	HIRID	LEKNE	HIRID	4 NM Holding Pattern
		△			
		1.4 NM to RWY 20			
		RWY 20			
		1.4	4.2 NM	6 NM	
CATEGORY	A	B	C	D	
RNAV MDA	1560 - 1	492 (500-1)	1560 - 1½ 492 (500-1½)	NA	
CIRCLING	1580 - 1	512 (600-1)	1580 - 1½ 512 (600-1½)	NA	

VORTAC ROD 117.5 Chan 122	APP CRS 130°	Rwy Idg TDZE Apt Elev	N/A N/A 1068
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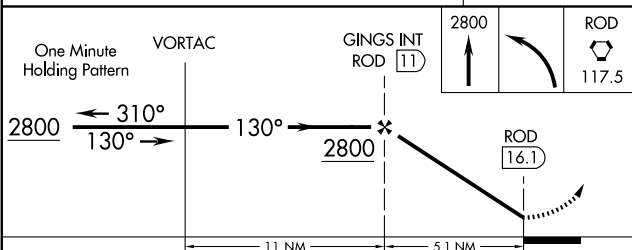
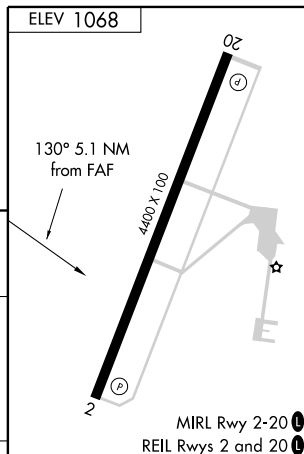
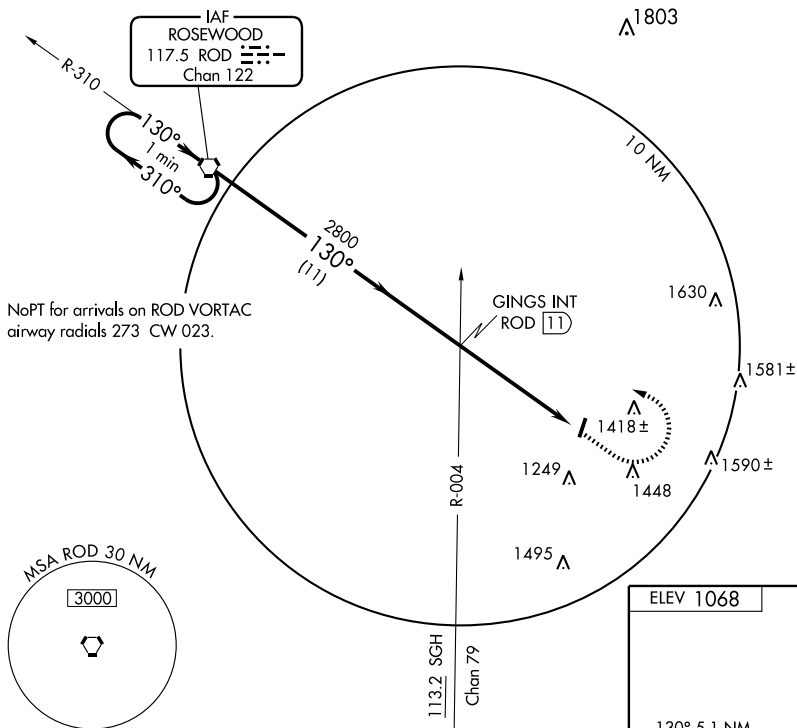
VOR-A
URBANA / GRIMES FIELD (I74)

MISSED APPROACH: Climb to 2800 then left turn direct ROD VORTAC and hold.

AWOS-3
118.325

DAYTON APP CON
118.425 294.5

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC-5(-4DT) N40°53.00' W83°18.87'

830 B NOTAM FILE CLE

RWY 18-36: H3997X75 (ASPH) S-12.5 MIRL

RWY 18: Trees. RWY 36: P-line.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18-36-123.050.

COMMUNICATIONS: CTAF 122.9

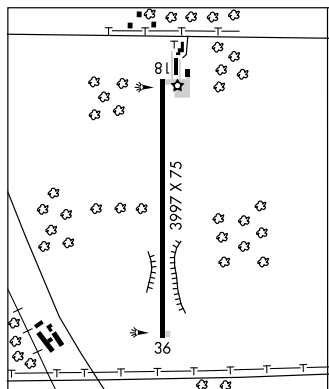
Ⓡ MANSFIELD APP/DEP CON 124.2 (1100-0400Z‡)

Ⓡ CLEVELAND CENTER APP/DEP CON 135.1 (0400-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32'

W83°45.36' 104°20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (174) 1 N UTC-5(-4DT) N40°07.96' W83°45.21'

1068 B S2 FUEL 100LL, JET A TPA-1868(800) NOTAM FILE DAY

RWY 02-20: H4400X100 (ASPH) MIRL

RWY 02: REIL. PAPI(P4R). Tree. RWY 20: REIL. PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z‡, Sat-Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02-20; REIL Rws 02 and 20-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (937) 484-5863.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ DAYTON APP/DEP CON 118.425 (360°-090°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC-5(-4DT) N40°05.47' W83°41.36'

1150 NOTAM FILE DAY

RWY 09-27: 2534X75 (TURF)

RWY 09: Trees. RWY 27: P-line.

AIRPORT REMARKS: Attended irregularly. Rwy 09-27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC-5(-4DT) N40°51.88' W84°36.57'

785 B FUEL 100LL, JET A TPA-1597(812) NOTAM FILE DAY

RWY 09-27: H4000X75 (ASPH) S-8 MIRL

RWY 09: REIL. PAPI(P4L). P-line. RWY 27: REIL. PAPI(P4L). Trees.

RWY 18-36: 2610X105 (TURF)

RWY 18: Thld dsplcd 315'. Tree. RWY 36: Thld dsplcd 510'. P-line.

AIRPORT REMARKS: Attended Apr-Oct Mon-Sat 1400-2300Z‡, Sun by prior arrangement, Nov-Mar Mon-Sat 1500-2200Z‡, Sun 1700-2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no-wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L-shaped 2'x6' concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09-27 and REIL and PAPI Rwy 09 and Rwy 27-CTAF.

WEATHER DATA SOURCES: AWOS-3 125.175 (419) 232-2967.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ FORT WAYNE APP/DEP CON 132.15 (SE-NE of active rwy) 127.2 (SW-NW of active rwy)

RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.

FORT WAYNE (H) VORTAC 117.8 FWA Chan 125 N40°58.74' W85°11.28' 104° 27.2 NM to fld. 793/00E.

STANLEY NDB (MHW) 411 VFU N40°51.75' W84°36.83' at fld. NOTAM FILE DAY.

COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37' W84°31.36' NOTAM FILE DAY.

NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef.

DETROIT

L-28J, 29A

IAP

DETROIT

L-27E

IAP

DETROIT

L-27E

IAP

DETROIT

L-27E

IAP

DETROIT

L-27E

NDB VFU 411	APP CRS 106°	Rwy Idg TDZE Apt Elev	4000 784 785
-----------------------	------------------------	-----------------------------	---

NDB RWY 9

VAN WERT COUNTY (VNW)

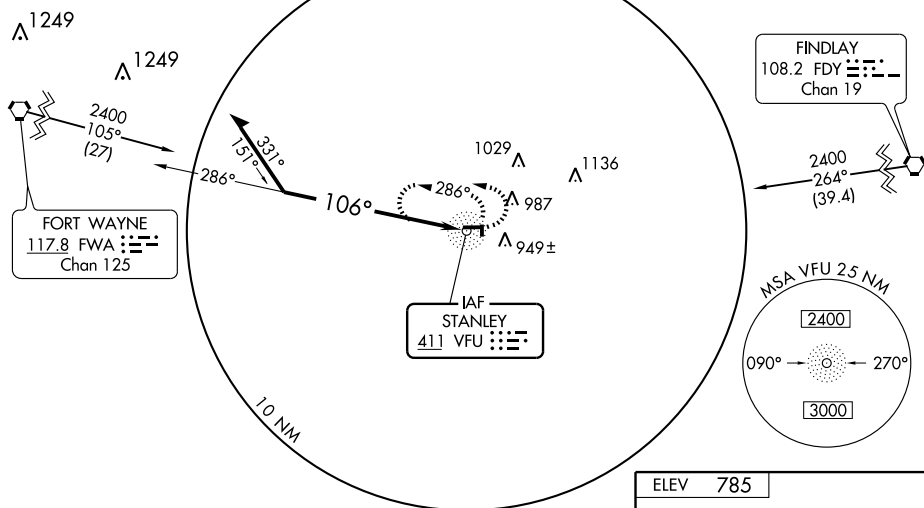
▼ When local altimeter setting not received, use Fort Wayne
altimeter setting and increase all MDA 80 feet and increase
Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn
to 2400 in VFU NDB holding pattern.

AWOS-3
125.175

FORT WAYNE APP CON
127.2 284.6

UNICOM
123.0 (CTAF) 0



Remain
within 10 NM

2400

NDB

2400 VFU
411

ELEV 785

TDZE

784

106° to
VFU NDB

81

27

36

CATEGORY	A	B	C	D
S-9	1420-1 636 (700-1)		1420-1¾ 636 (700-1¾)	1420-2 636 (700-2)
CIRCLING	1420-1 635 (700-1)		1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)

MIRL Rwy 9-27 0
REIL Rwy 9 and 27 0

APP CRS 094°	Rwy Idg TDZE 4000 784
	Apt Elev 785

RNAV (GPS) RWY 9

VAN WERT COUNTY (VNW)

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ½ mile.
A VDP NA when using Fort Wayne altimeter setting.

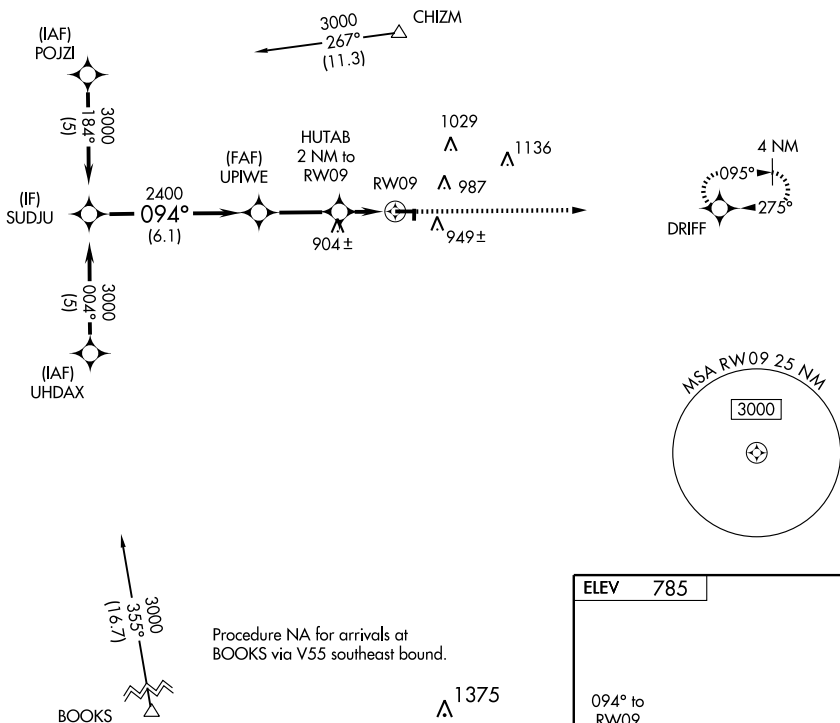
MISSED APPROACH: Climb to 3000 direct DRIF and hold.

AWOS-3
125.175

FORT WAYNE APP CON
127.2 284.6

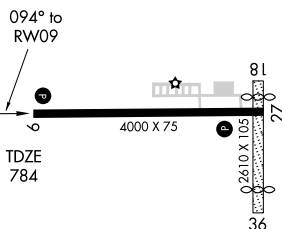
UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at CHIZM via V38 eastbound.

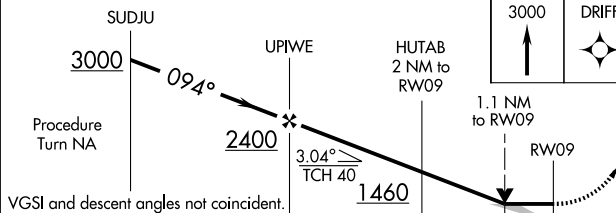


Procedure NA for arrivals at BOOKS via V55 southeast bound.

ELEV **785**



TDZE
784



CATEGORY	A	B	C	D
LNAV MDA	1160-1	376 (400-1)	1160-1¼	376 (400-1¼)
CIRCLING	1340-1	555 (600-1)	1340-1½	555 (600-1½)

MIRL Rwy 9-27 **0**
REIL Rwy 9 and 27 **0**

APP CRS 275°	Rwy Idg 4000
	TDZE 785
	Apt Elev 785

RNAV (GPS) RWY 27

VAN WERT COUNTY (VNW)

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile.
A VDP NA when using Fort Wayne altimeter setting.

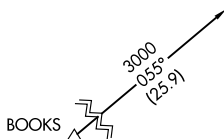
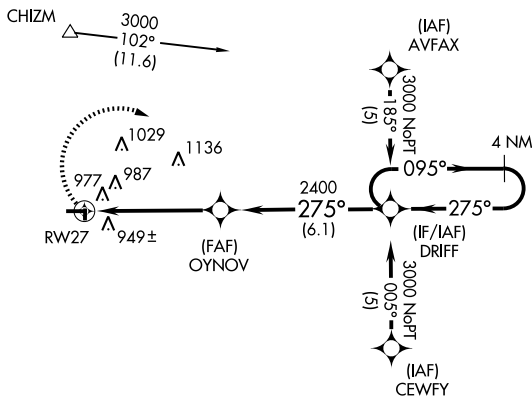
MISSED APPROACH: Climbing right turn to 3000 direct DRIF and hold.

AWOS-3
125.175

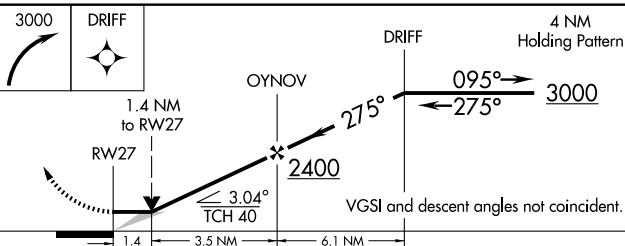
FORT WAYNE APP CON
127.2 284.6

UNICOM
123.0 (CTAF) 0

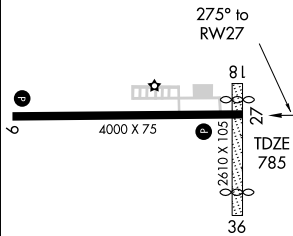
Procedure NA for arrivals at CHIZM via V38 westbound.



Procedure NA for arrivals at BOOKS via V14 southwest bound.



ELEV **785**



CATEGORY	A	B	C	D
LNAV MDA	1280-1	495 (500-1)	1280-1½ 495 (500-1½)	1280-1½ 495 (500-1½)
CIRCLING	1340-1	555 (600-1)	1340-1½ 555 (600-1½)	1340-2 555 (600-2)

MIRL Rwy 9-27 **0**
REIL Rwy 9 and 27 **0**

VERSAILLES

DARKE CO (VES) 2 SW UTC-5(-4DT) N40°12.27' W84°31.92'

1007 B S3 FUEL 100LL, JET A+ NOTAM FILE DAY

RWY 09-27: H4512X75 (ASPH) S-12.5 MIRL

RWY 09: REIL. PAPI(P2L). Road.

RWY 27: REIL. PAPI(P2L). Acft.

AIRPORT REMARKS: Attended dawn-dusk. FBO CLOSED on major holidays. CAUTION: Deer occasionally on rwy. ACTIVATE MIRL Rwy 09-27; REIL Rws 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.75 (937) 526-3154.

COMMUNICATIONS: CTAF/UNICOM 122.8

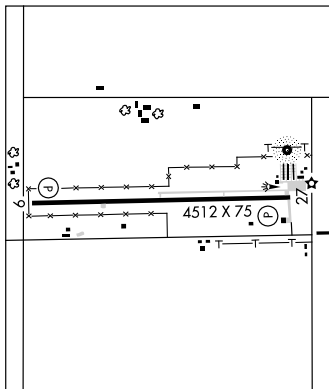
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°-359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99'

W84°23.81' 332° 12.9 NM to fld. 990/1W. HIWAS.

VERSAILLES NDB (MHW) 356 VES N40°12.37' W84°31.36'
at fld. Unmonitored. OTS indef.



DETROIT

L-27E

IAP

VINTON CO (See McARTHUR)

WACO FLD (See TROY)

WADSWORTH

WADSWORTH MUNI (3G3) 2 SW UTC-5(-4DT) N41°00.19' W81°45.39'

974 B FUEL 100LL, JET A1+ NOTAM FILE CLE

RWY 02-20: H3529X75 (ASPH) MIRL

RWY 02: VASI(V2R)—GA 3.5° TCH 27'. Thld dsplcd 129'. Tree.

RWY 20: VASI(V2L)—GA 3.5° TCH 48'. P-line.

RWY 10-28: H2392X35 (ASPH) 0.4% up E

RWY 10: Tree. **RWY 28:** Thld dsplcd 237'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z±. Arpt unattended all Federal Holidays. No line of sight between rwy 02 and 10. Rwy 10 CLOSED for tkf when wind is less than 15 knots from the E. Gliders use rgt tfc to Rwy 10. CAUTION: Glider activity use Rwy 10-28. Rwy 20 calm rwy blo 4 knots for noise abatement. Avoid hospital to the north. ACTIVATE MIRL Rwy 02-20 and VASI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

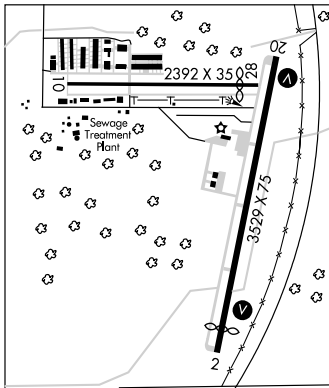
Ⓡ **AKRON-CANTON APP/DEP CON** 118.6 (1100-0500Z±)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47'

W81°12.09' 260° 26 NM to fld. 1194/4W.



DETROIT

L-29B

IAP

WELTZIEN SKYPARK (15G) 3 W UTC-5(-4DT) N41°01.70' W81°47.91'

1210 B S4 FUEL 80, 100LL TPA-2000(790) NOTAM FILE CLE

RWY 03-21: H2410X37 (ASPH) LIRL(NSTD)

RWY 03: Thld dsplcd 178'. Trees.

RWY 21: PVASI (PSIL). Thld dsplcd 50'. Trees.

AIRPORT REMARKS: Attended continuously. Pavement strength limit to 6500 pounds per arpt manager. Rwy 03-21 no touch and go lds. ACTIVATE NSTD LIRL Rwy 03-21—CTAF. Rwy 03-21 NSTD LIRL due to spacing and not FAA approved L-800 series.

COMMUNICATIONS: CTAF/UNICOM 123.05

DETROIT

APP CRS **092°**
Rwy Ldg **4512**
TDZE **1007**
Apt Elev **1007**

RNAV (GPS) RWY 9
VERSAILLES/ DARKE COUNTY (VES)

V NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

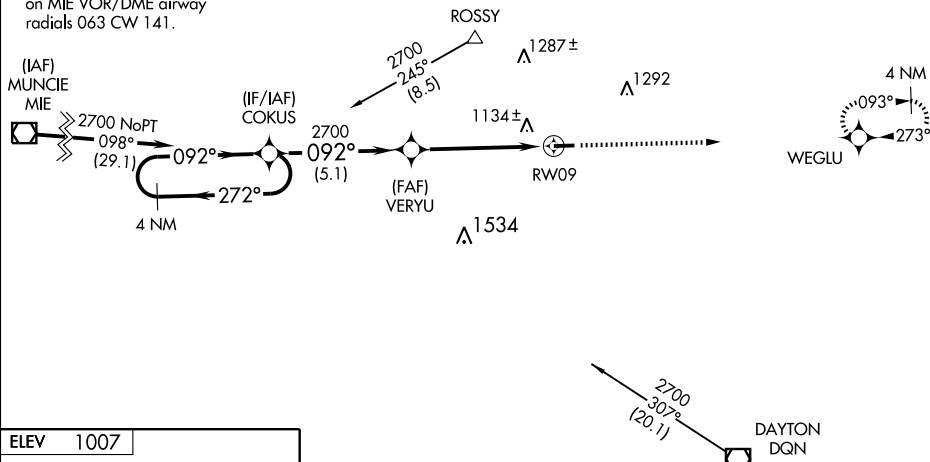
MISSED APPROACH: Climb to 2700 direct WEGLU and hold.

AWOS-3
123.75

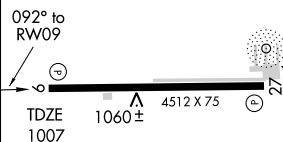
DAYTON APP CON
134.45 352.05

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals on MIE VOR/DME airway radials 063 CW 141.



ELEV **1007**



REIL Rwy 9 and 27 **0**
MIRL Rwy 9-27 **0**

VERSAILLES, OHIO
Orig 09239

40°12'N - 84°32'W

VERSAILLES/DARKE COUNTY (VES)
RNAV (GPS) RWY 9

APP CRS **273°**
 Rwy Idg **4512**
 TDZE **1007**
 Apt Elev **1007**

RNAV (GPS) RWY 27

VERSAILLES/ DARKE COUNTY (VES)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
NA Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

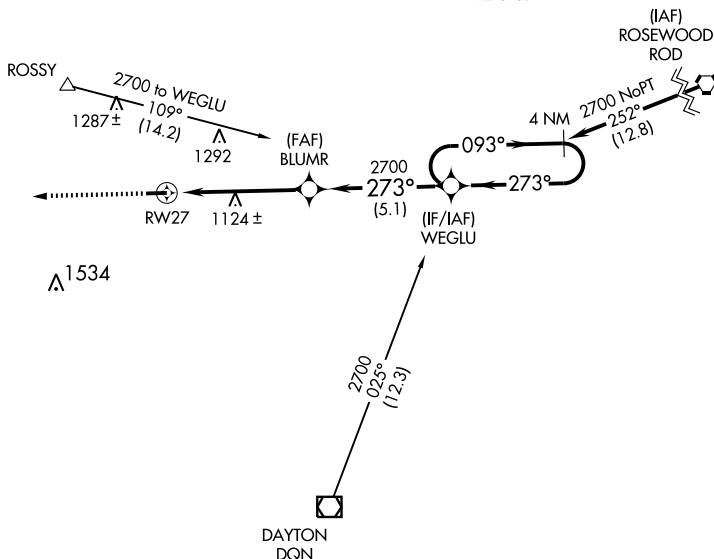
MISSED APPROACH: Climb to 2700
 direct COKUS and hold.

AWOS-3
123.75

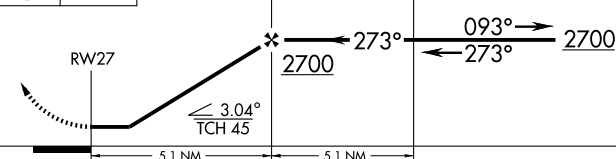
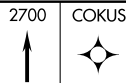
DAYTON APP CON
134.45 352.05

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals
 at ROD VORTAC via V47
 NE bnd.



Procedure NA for arrivals
 at DQN VOR/DME on airway
 radials 359 CW 008.



CATEGORY	A	B	C	D
LNAV MDA	1380-1	373 (400-1)	NA	NA
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	NA
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)	NA	NA
CIRCLING	1500-1	493 (500-1)	NA	NA

REIL Rwy 9 and 27 **0**
 MIRL Rwy 9-27 **0**

VERSAILLES

DARKE CO (VES) 2 SW UTC-5(-4DT) N40°12.27' W84°31.92'

1007 B S3 FUEL 100LL, JET A+ NOTAM FILE DAY

RWY 09-27: H4512X75 (ASPH) S-12.5 MIRL

RWY 09: REIL. PAPI(P2L). Road.

RWY 27: REIL. PAPI(P2L). Acft.

AIRPORT REMARKS: Attended dawn-dusk. FBO CLOSED on major holidays. CAUTION: Deer occasionally on rwy. ACTIVATE MIRL Rwy 09-27; REIL Rws 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.75 (937) 526-3154.

COMMUNICATIONS: CTAF/UNICOM 122.8

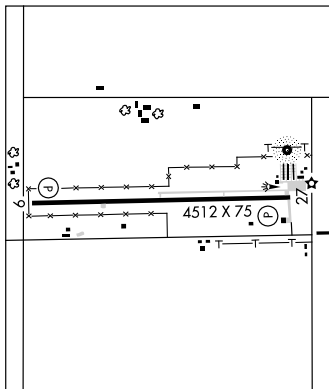
Ⓡ DAYTON APP/DEP CON 134.45 (181°-359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99'

W84°23.81' 332° 12.9 NM to fld. 990/1W. HIWAS.

VERSAILLES NDB (MHW) 356 VES N40°12.37' W84°31.36'
at fld. Unmonitored. OTS indef.



DETROIT

L-27E

IAP

VINTON CO (See McARTHUR)

WACO FLD (See TROY)

WADSWORTH

WADSWORTH MUNI (3G3) 2 SW UTC-5(-4DT) N41°00.19' W81°45.39'

974 B FUEL 100LL, JET A1+ NOTAM FILE CLE

RWY 02-20: H3529X75 (ASPH) MIRL

RWY 02: VASI(V2R)—GA 3.5° TCH 27'. Thld dsplcd 129'. Tree.

RWY 20: VASI(V2L)—GA 3.5° TCH 48'. P-line.

RWY 10-28: H2392X35 (ASPH) 0.4% up E

RWY 10: Tree. RWY 28: Thld dsplcd 237'. Tree.

AIRPORT REMARKS: Attended 1300-2300Z±. Arpt unattended all Federal Holidays. No line of sight between rwy 02 and 10. Rwy 10 CLOSED for tkf when wind is less than 15 knots from the E. Gliders use rgt tfc to Rwy 10. CAUTION: Glider activity use Rwy 10-28. Rwy 20 calm rwy blo 4 knots for noise abatement. Avoid hospital to the north. ACTIVATE MIRL Rwy 02-20 and VASI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

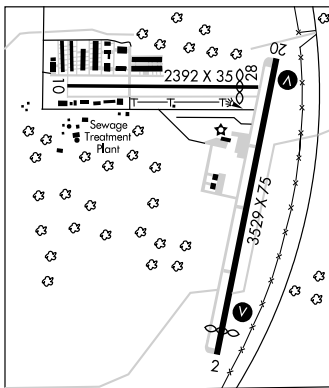
Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z±)

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47'

W81°12.09' 260° 26 NM to fld. 1194/4W.



DETROIT

L-29B

IAP

WELTZIEN SKYPARK (15G) 3 W UTC-5(-4DT) N41°01.70' W81°47.91'

1210 B S4 FUEL 80, 100LL TPA-2000(790) NOTAM FILE CLE

RWY 03-21: H2410X37 (ASPH) LIRL(NSTD)

RWY 03: Thld dsplcd 178'. Trees.

RWY 21: PVASI (PSIL). Thld dsplcd 50'. Trees.

AIRPORT REMARKS: Attended continuously. Pavement strength limit to 6500 pounds per arpt manager. Rwy 03-21 no touch and go lds. ACTIVATE NSTD LIRL Rwy 03-21—CTAF. Rwy 03-21 NSTD LIRL due to spacing and not FAA approved L-800 series.

COMMUNICATIONS: CTAF/UNICOM 123.05

DETROIT

APP CRS	Rwy Idg	3400
018°	TDZE	972
	Apt Elev	974

RNAV (GPS) RWY 2

WADSWORTH MUNI (3G3)

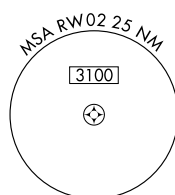
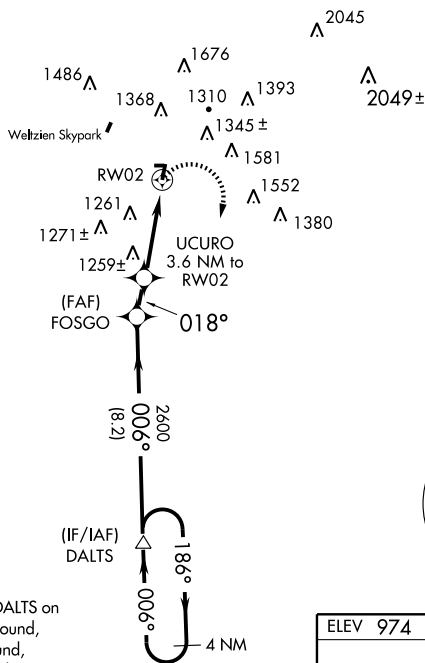
▼ Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet.
 ▲ NA DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When VGS1 INOP, procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct DALTS and hold.

WAYNE COUNTY ASOS
118.075

AKRON-CANTON APP CON ★
118.6 371.875

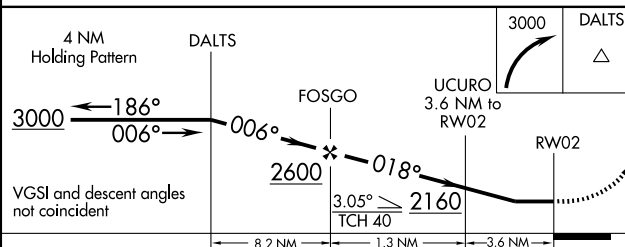
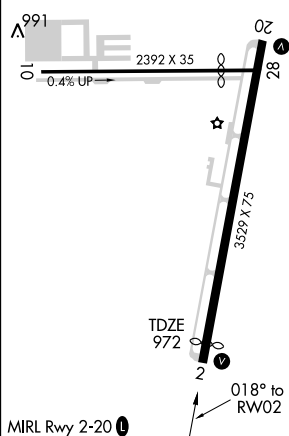
UNICOM
122.8 (CTAF) 0



NoPT for arrival at DALTS on
V523 Northeast bound,
V8-542 Eastbound,
V8 Westbound.

ELEV 974

Rwy 2 Idg 3400'
Rwy 28 Idg 1918'



CATEGORY	A	B	C	D
LNAV MDA	1580-1	608 (700-1)	1580-1¾ 608 (700-1¾)	NA
CIRCLING	1660-1 686 (700-1)	1680-1 706 (800-1)	1680-2 706 (800-2)	NA

APP CRS 198°	Rwy Idg TDZE Apt Elev	3529 974 974
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RNAV (GPS) RWY 20

WADSWORTH MUNI (3G3)

Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FOSGO and via 186° track to DALTS and hold.

WAYNE COUNTY ASOS 118.075	AKRON-CANTON APP CON ★ 118.6 371.875	UNICOM 122.8 (CTAF) 0
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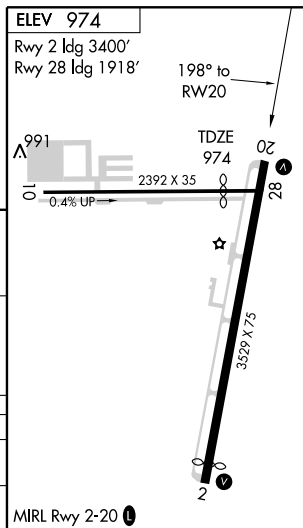
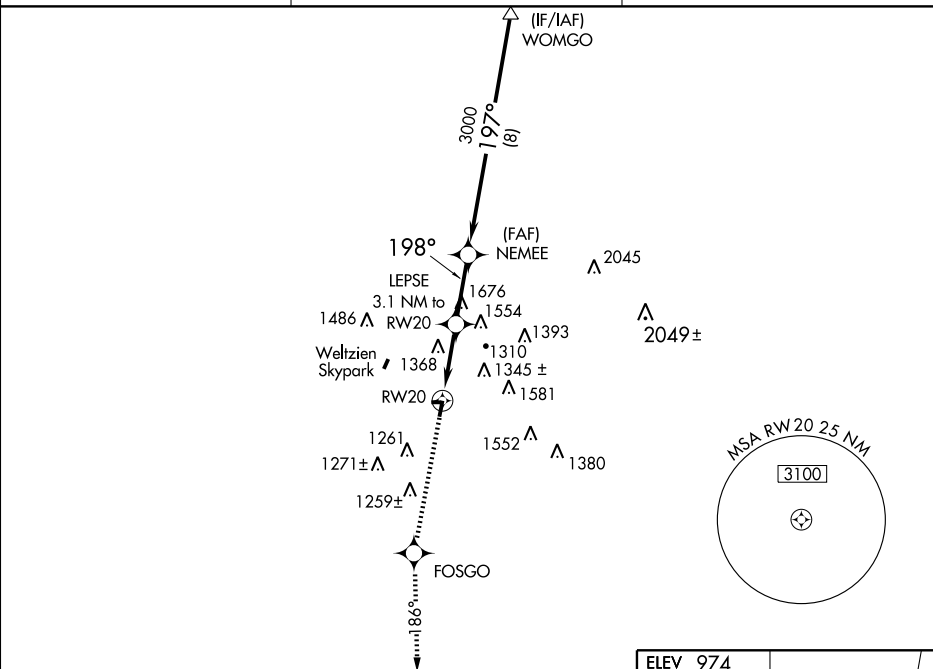


Diagram illustrating a procedure turn NA (Not Authorized) scenario. The diagram shows a flight path starting at 3000 feet, turning 197° to 3000 feet, then 198° to 2060 feet. The distance between the turn points is 8 NM. The distance from the second turn point to the next segment is 3 NM. The distance from the third turn point to the next segment is 3.1 NM. The diagram also shows a 3.1 NM distance to RW20 and a 3.1 NM distance to the next segment. The diagram includes a compass rose showing a heading of 186° and a triangle symbol.

CATEGORY	A	B	C	D
LNAV MDA	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

VOR/DME BSV 112.4 Chan 71	APP CRS 141°	Rwy Idg TDZE Apt Elev	N/A N/A 974
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VOR/DME-A
WADSWORTH MUNI (3G3)

Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. Circling NA West of Rwy 2-20. When VGSINOP, procedure NA at night.

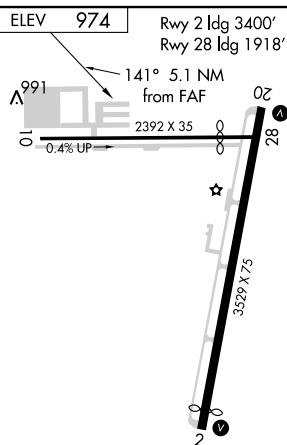
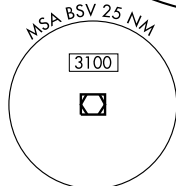
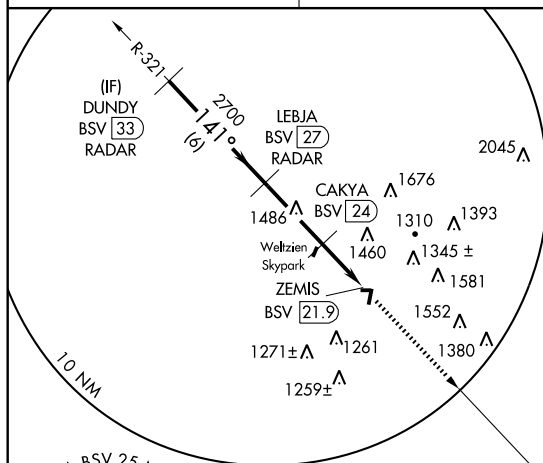
MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

WAYNE COUNTY ASOS
118.075

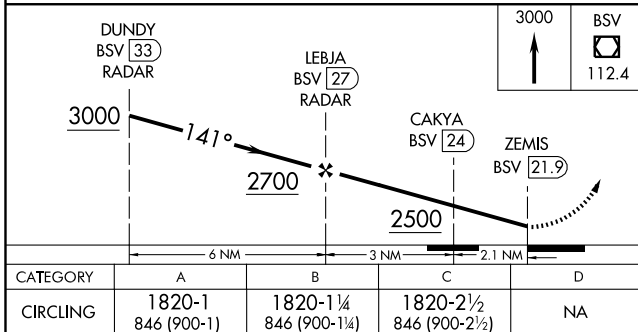
AKRON-CANTON APP CON ★
118.6 371.875

UNICOM
122.8 (CTAF) **0**

RADAR REQUIRED



BRIGGS
112.4 BSV
Chan 71



MIRL Rwy 2-20 **0**

WADSWORTH, OHIO

Amdt 2 08213

WADSWORTH MUNI (3G3)

VOR/DME-A

41°00'N - 81°45'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

WAKEMAN (I64) 3 NE UTC-5(-4DT) N41°17.59' W82°22.24'

DETROIT
L-30F

848 S4 FUEL 100LL NOTAM FILE CLE

RWY 03-21: H3800X55 (ASPH) LIRL (NSTD)

RWY 03: Tree.

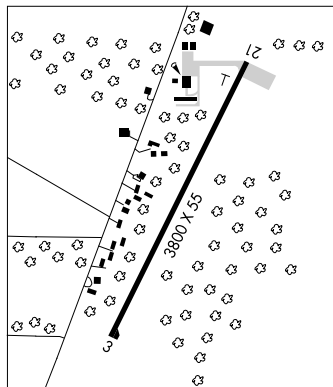
RWY 21: Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300Z±-dusk, Sun 1400Z±-dusk. ACTIVATE NSTD LIRL Rwy 03-21-CTAF. Rwy 03-21 thld lgts offset. Rwy 03-21 NSTD LIRL, Rwy 21 lgts are located 135' up rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48' W82°09.72' 253° 10.2 NM to fld. 780/5W. HIWAS.



WAPAKONETA

NEIL ARMSTRONG (AXV) 8 SW UTC-5(-4DT) N40°29.61' W84°17.89'

DETROIT
H-10G, L-27E
IAP

913 B S2 FUEL 100LL, JET A1+ OX 3 TPA-1903(990) NOTAM FILE DAY

RWY 08-26: H5500X100 (ASPH-GRVD) MIRL

RWY 08: Thld dspcd 700'. Trees.

RWY 26: REIL. VASI(V2L)-GA 3.0 TCH 53'. Thld dspcd 237'. Road.

RWY 18-36: 2631X80 (TURF)

RWY 18: Thld dspcd 290'. Road.

RWY 36: Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. Rwy 18-36 CLOSED indef. Rwy 18-36 surface rough and uneven. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 26-122.7.

WEATHER DATA SOURCES: AWOS-3 128.325 (419) 753-2821.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)

Ⓡ DAYTON APP/DEP CON 118.425 (360°-090°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 322° 17 NM to fld. 1080/5W.

ILS/DME 109.15 I-AXV Chan 28Y Rwy 26. LOC only. ILS OTS indef. DME OTS indef.

WARREN (62D) 5 NW UTC-5(-4DT) N41°16.02' W80°55.64'

DETROIT

905 S2 FUEL 100LL NOTAM FILE CLE

RWY 04-22: H2907X30 (ASPH) LIRL (NSTD)

RWY 04: Thld dspcd 87'. Trees.

RWY 22: Thld dspcd 578'. Trees.

RWY 18-36: 2700X140 (TURF)

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 04-22-123.3. Rwy 04-22 NSTD LIRL; Rwy 04 no rwy end lgts; Rwy 22 dspcd thld wrong color. Rwy 18 marked with yellow buckets. Rwy 04-22 LIRL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON COURT HOUSE

FAYETTE CO (I23) 2 NE UTC-5(-4DT) N39°34.23' W83°25.23'

CINCINNATI
H-10G, L-29A
IAP

980 B FUEL 100LL, JET A, MOGAS TPA-1780(800) NOTAM FILE DAY

RWY 05-23: H5097X75 (ASPH) S-30, D-40 MIRL

RWY 05: Railroad.

RWY 23: REIL. PAPI(P4L). Railroad.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z±. ACTIVATE MIRL Rwy 05-23-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBUS APP/DEP CON 132.3 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

MIDWEST (T) VOR/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 068° 19.6 NM to fld. 1050/4W.

COURT HOUSE NDB (MHW) 414 CSS N39°36.05' W83°23.50' 222° 2.3 NM to fld. NOTAM FILE DAY. NDB

unusable 115°-165° byd 20 NM.

LOC/DME I-AXV 109.15 Chan 28(Y)	APP CRS 261°	Rwy Idg TDZE Apt Elev	5263 908 909
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LOC RWY 26

WAPAKONETA/ NEIL ARMSTRONG (A.XV)

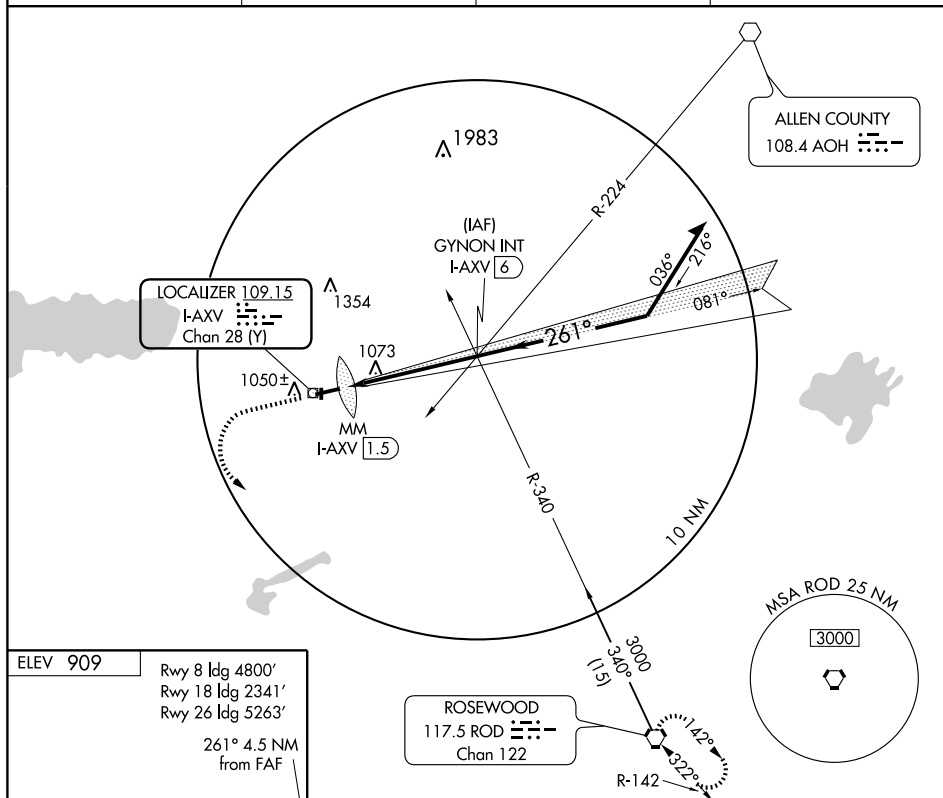


MISSED APPROACH: Climb to 3000 then left turn direct
ROD VORTAC and hold.

AWOS-3
128.325

DAYTON APP CON
118.425 294.5

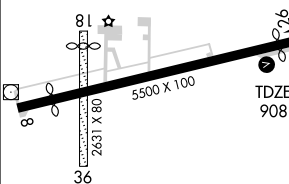
UNICOM
122.8 (CTAF)

122.7

ELEV 909

Rwy 8 Idg 4800'
Rwy 18 Idg 2341'
Rwy 26 Idg 5263'

261° 4.5 NM
from FAF



MIRL Rwy 8-26

REIL Rwy 26

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

WAPAKONETA, OHIO
Amdt 3D 09295

CATEGORY	A		B		C	D
	1380-1		472 (500-1)		1380-1¼ 472 (500-1¼)	NA
CIRCUING	1400-1 491 (500-1)		1440-1 531 (600-1)		1440-1½ 531 (600-1½)	NA

40°30'N - 84°18'W

WAPAKONETA/ NEIL ARMSTRONG (A.XV)

LOC RWY 26

APP CRS **081°**
 Rwy ldg **4800**
 TDZE **913**
 Apt Elev **913**

RNAV (GPS) RWY 8

WAPAKONETA/ NEIL ARMSTRONG (A.XV)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

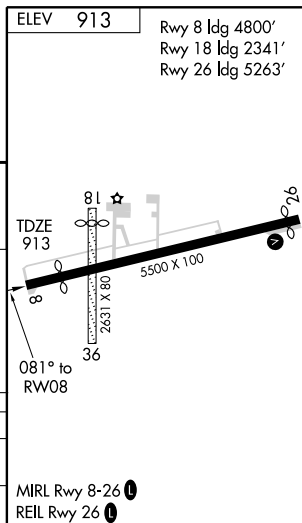
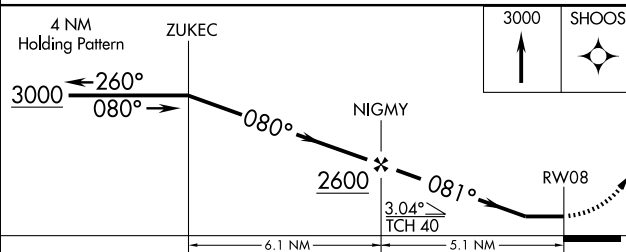
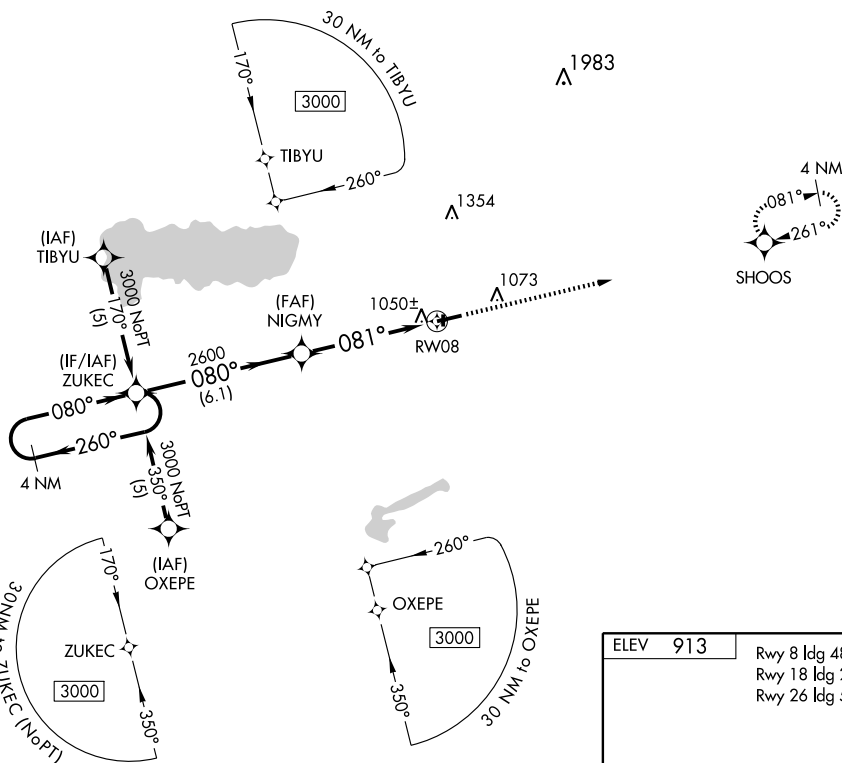
MISSED APPROACH: Climb to 3000 direct SHOOS and hold.

AWOS-3
128.325

DAYTON APP CON
118.425 294.5

UNICOM
122.8 (CTAF)

122.7 **0**



CATEGORY	A	B	C	D
LNAV MDA	1380-1	467 (500-1)	1380-1¼ 467 (500-1¼)	NA
CIRCLING	1400-1 487 (500-1)	1440-1 527 (600-1)	1440-1½ 527 (600-1½)	NA

WAAS CH 72907 W26A	APP CRS 261°	Rwy Idg TDZE Apt Elev	5263 910 913
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RNAV (GPS) RWY 26

WAPAKONETA/ NEIL ARMSTRONG (A.XV)

▽ Baro-VNAV NA when using Lima altimeter setting. DME/DME RNP-0.3 NA.
△ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291, LNAV/VNAV DA to 1324, and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ½ mile.

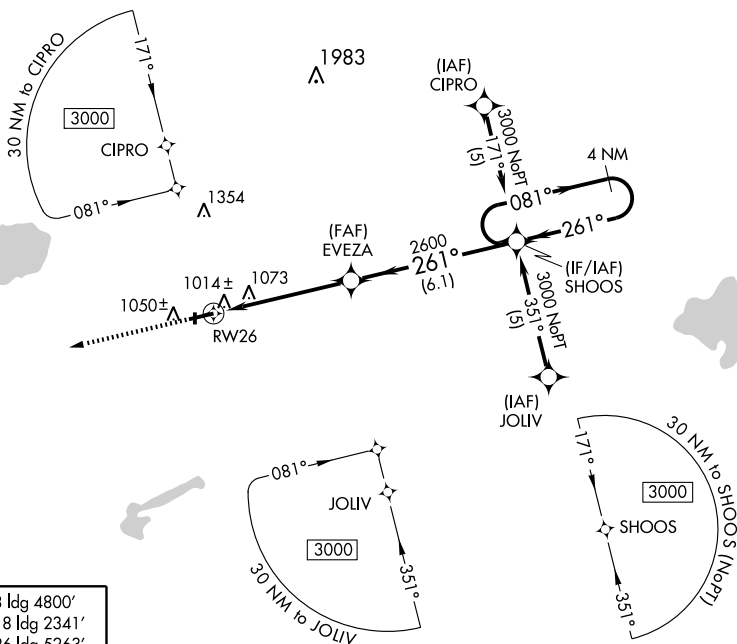
MISSED APPROACH: Climb to 3000 direct ZUKEC and hold.

AWOS-3
128.325

DAYTON APP CON
118.425 294.5

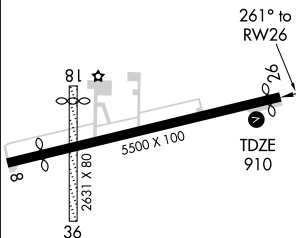
UNICOM
122.8 (CTAF)

122.7 0



ELEV 913

Rwy 8 ldg 4800'
Rwy 18 ldg 2341'
Rwy 26 ldg 5263'



MIRL Rwy 8-26 0
REIL Rwy 26 0

3000

↑

ZUKEC

✦

SHOOS

4 NM Holding Pattern

081° →

← 261°

3000

EVEZA

261°

2600

RW26

5.1 NM

6.1 NM

GS 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1241-1¼	331 (400-1¼)		NA
LNAV/VNAV DA	1274-1¼	364 (400-1¼)		NA
LNAV MDA	1440-1	530 (600-1)	1440-1½ 530 (600-1½)	NA
CIRCLING	1440-1	527 (600-1)	1440-1½ 527 (600-1½)	NA

VORTAC ROD 117.5 Chan 122	APP CRS 322°	Rwy Idg TDZE Apt Elev	N/A N/A 909
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VOR-A

WAPAKONETA/ NEIL ARMSTRONG (A.XV)



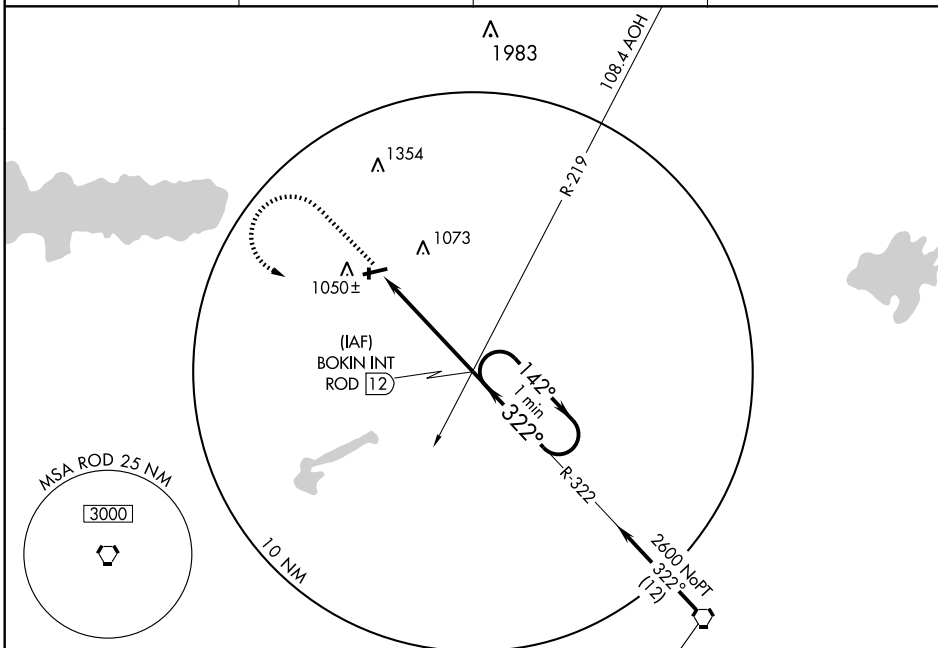
MISSED APPROACH: Climb to 3000 then left turn via ROD R-322 to BOKIN Int/ROD 12 DME and hold.

AWOS-3
128.325

DAYTON APP CON
118.425 294.5

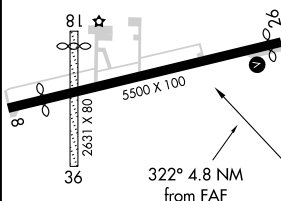
UNICOM
122.8 (CTAF)

122.7 0



ELEV 909

Rwy 8 ldg 4800'
Rwy 18 ldg 2341'
Rwy 26 ldg 5263'



MIRL Rwy 8-26 0

REIL Rwy 26 0

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

<div>3000 ↑</div>		<div>ROD R-322 117.5</div>	<div>BOKIN INT</div>	<div>BOKIN ROD 12</div> <div>One Minute Holding Pattern</div>	
		<div>ROD 16.8</div>	<div>142° → 2600</div> <div>← 322°</div>		
		<div>322°</div>			
		<div>4.8 NM</div>			
CATEGORY	A		B	C	D
CIRCLING	1400-1 491 (500-1)		1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA

WAPAKONETA, OHIO

Amdt 7B 09295

WAPAKONETA/ NEIL ARMSTRONG (A.XV)

40°30'N - 84°18'W

VOR-A

WAKEMAN (I64) 3 NE UTC-5(-4DT) N41°17.59' W82°22.24'

DETROIT

848 S4 FUEL 100LL NOTAM FILE CLE

L-30F

RWY 03-21: H3800X55 (ASPH) LIRL (NSTD)

RWY 03: Tree.

RWY 21: Trees.

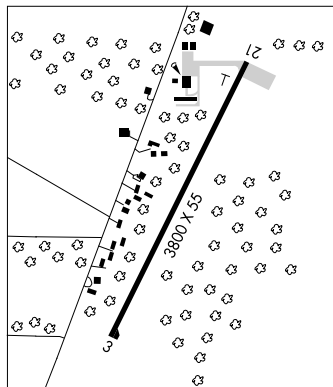
AIRPORT REMARKS: Attended Mon-Sat 1300Z±-dusk, Sun 1400Z±-dusk. ACTIVATE NSTD LIRL Rwy 03-21-CTAF. Rwy 03-21 thld lgts offset. Rwy 03-21 NSTD LIRL, Rwy 21 lgts are located 135' up rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48'

W82°09.72' 253° 10.2 NM to fld. 780/5W. HIWAS.



WAPAKONETA

NEIL ARMSTRONG (AXV) 8 SW UTC-5(-4DT) N40°29.61' W84°17.89'

DETROIT

913 B S2 FUEL 100LL, JET A1+ OX 3 TPA-1903(990) NOTAM FILE DAY

H-10G, L-27E

RWY 08-26: H5500X100 (ASPH-GRVD) MIRL

IAP

RWY 08: Thld dsplcd 700'. Trees.

RWY 26: REIL. VASI(V2L)-GA 3.0 TCH 53'. Thld dsplcd 237'. Road.

RWY 18-36: 2631X80 (TURF)

RWY 18: Thld dsplcd 290'. Road.

RWY 36: Trees.

AIRPORT REMARKS: Attended 1300-2200Z±. Rwy 18-36 CLOSED indef. Rwy 18-36 surface rough and uneven. ACTIVATE MIRL Rwy 08-26 and REIL Rwy 26-122.7.

WEATHER DATA SOURCES: AWOS-3 128.325 (419) 753-2821.

COMMUNICATIONS: CTAF/UNICOM 122.8

ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)

Ⓡ DAYTON APP/DEP CON 118.425 (360°-090°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27' W84°02.59' 322° 17 NM to fld. 1080/5W.

ILS/DME 109.15 I-AXV Chan 28Y Rwy 26. LOC only. ILS OTS indef. DME OTS indef.

WARREN (62D) 5 NW UTC-5(-4DT) N41°16.02' W80°55.64'

DETROIT

905 S2 FUEL 100LL NOTAM FILE CLE

RWY 04-22: H2907X30 (ASPH) LIRL (NSTD)

RWY 04: Thld dsplcd 87'. Trees.

RWY 22: Thld dsplcd 578'. Trees.

RWY 18-36: 2700X140 (TURF)

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 04-22-123.3. Rwy 04-22 NSTD LIRL; Rwy 04 no rwy end lgts; Rwy 22 dsplcd thld wrong color. Rwy 18 marked with yellow buckets. Rwy 04-22 LIRL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON COURT HOUSE

FAYETTE CO (I23) 2 NE UTC-5(-4DT) N39°34.23' W83°25.23'

CINCINNATI

980 B FUEL 100LL, JET A, MOGAS TPA-1780(800) NOTAM FILE DAY

H-10G, L-29A

RWY 05-23: H5097X75 (ASPH) S-30, D-40 MIRL

IAP

RWY 05: Railroad.

RWY 23: REIL. PAPI(P4L). Railroad.

AIRPORT REMARKS: Attended Mon-Sat 1300-2300Z±. ACTIVATE MIRL Rwy 05-23-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ COLUMBUS APP/DEP CON 132.3 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 068° 19.6 NM to fld. 1050/4W.

COURT HOUSE NDB (MHW) 414 CSS N39°36.05' W83°23.50' 222° 2.3 NM to fld. NOTAM FILE DAY. NDB

unusable 115°-165° byd 20 NM.

NDB RWY 23

WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

NDB	CSS	APP CRS	Rwy Idg	5097
414		223°	TDZE	979
			Apt Elev	980

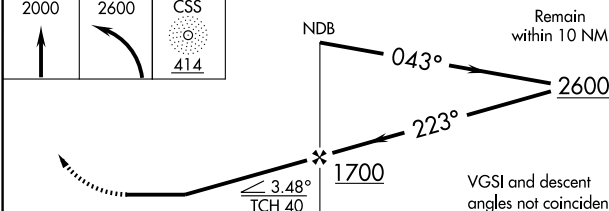
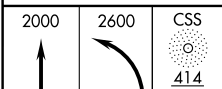
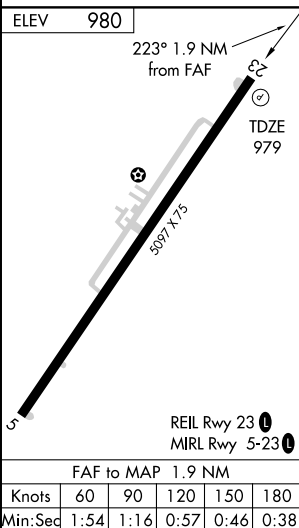
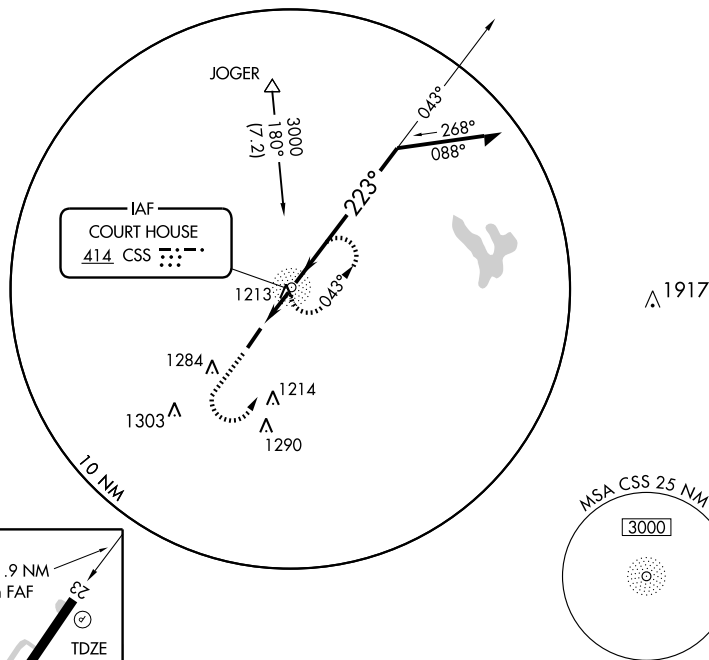
▼ When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and circling visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.

AWOS-3
118.775

COLUMBUS APP CON
132.3 279.6

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-23	1580-1	601 (600-1)	1580-1¾ 601 (600-1¾)	1580-2 601 (600-2)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

APP CRS	Rwy Idg	5097
220°	TDZE	979
	Apt Elev	980

RNAV (GPS) RWY 23

WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

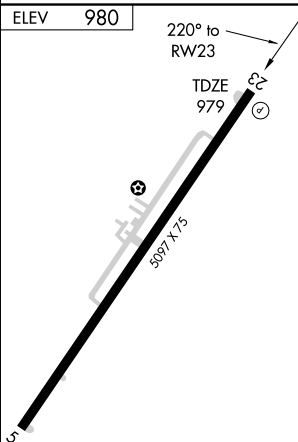
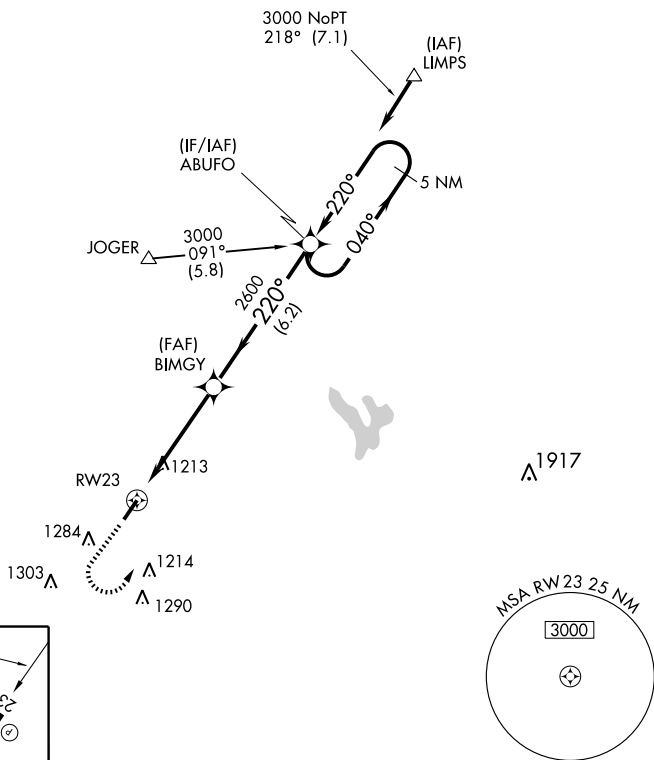
⚠ NA When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ABUFO and hold.

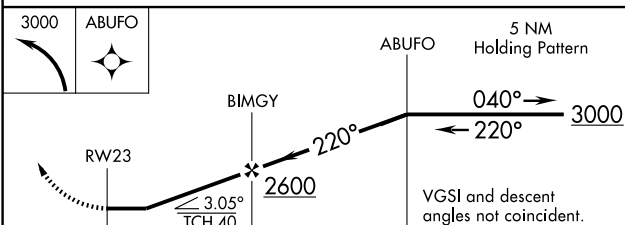
AWOS-3
118.775

COLUMBUS APP CON
132.3 279.6

UNICOM
122.8 (CTAF) ①



REIL Rwy 23 ①
MIRL Rwy 5-23 ①



CATEGORY	A	B	C	D
LNVA MDA	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	1540-1¾ 561 (600-1¾)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

WATERVILLE N41°27.09' W83°38.32' NOTAM FILE CLE.

(L) VOR/DME 113.1 VVW Chan 78 319° 11.1 NM to Toledo Express. 664/2W.

RCO 122.1R 113.1T (CLEVELAND RADIO)

DETROIT

H-10G, L-28J

WAUSEON**FULTON CO** (USE) 4 N UTC-5(-4DT) N41°36.61' W84°07.63'

779 B S4 FUEL 100LL, JET A, A1+ NOTAM FILE CLE

RWY 09-27: H3882X75 (ASPH) S-30 LIRL

RWY 09: REIL. PAPI(P4L). Road.

RWY 27: REIL. PAPI(P4R). Trees. Rgt tfc.

RWY 18-36: 2117X75 (ASPH-TURF)

RWY 18: Trees. RWY 36: Tree.

AIRPORT REMARKS: Attended Mon-Sat 1300Z±-dusk, Sun 1500Z±-dusk. 100LL self serve. Rwy 18-36 359' of center section paved. First 270' of Rwy 18 turf and first 1328' of Rwy 36 turf. Deer occasionally on rwy. Twy clsd indef. Rwy 27 REIL OTS indef. ACTIVATE LIRL Rwy 09-27; REIL Rws 09 and 27; PAPI Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

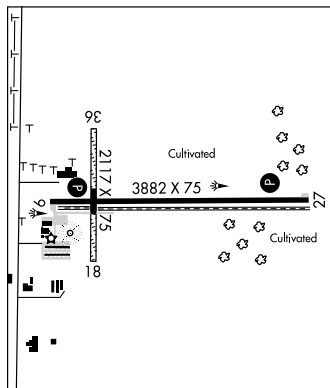
Ⓡ TOLEDO APP/DEP CON 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09'

W83°38.32' 296° 24 NM to fld. 660/2W.

NDB (MHW) 375 USE N41°36.55' W84°07.96' at fld.

**WAVERLY** N39°10.02' W82°55.93' NOTAM FILE DAY.

NDB (MHW) 385 EOP at Pike Co. NDB unusable by 15 NM.

CINCINNATI

L-29A

WAVERLY**PIKE CO** (EOP) 3 NE UTC-5(-4DT) N39°10.02' W82°55.69'

660 B FUEL 100LL, JET A NOTAM FILE DAY

RWY 07-25: H4900X75 (ASPH) S-58 MIRL

RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 37'. Tree.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z±. 24 hr credit card self svc avbl. Deer on and invof arpt. ACTIVATE MIRL Rwy 07-25—CTAF, PAPI Rwy 07 and Rwy 25 on dusk-dawn.

WEATHER DATA SOURCES: AWOS-A 118.4.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65'

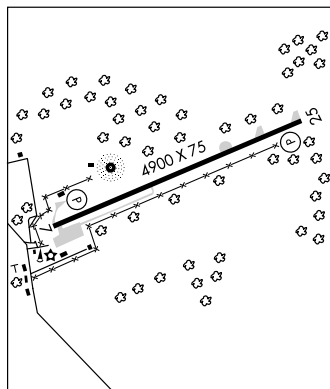
W82°58.70' 009° 31.4 NM to fld. 1040/5W.

WAVERLY NDB (MHW) 385 EOP N39°10.02' W82°55.93' at fld. NOTAM FILE DAY. NDB unusable by 15 NM.

CINCINNATI

L-29A

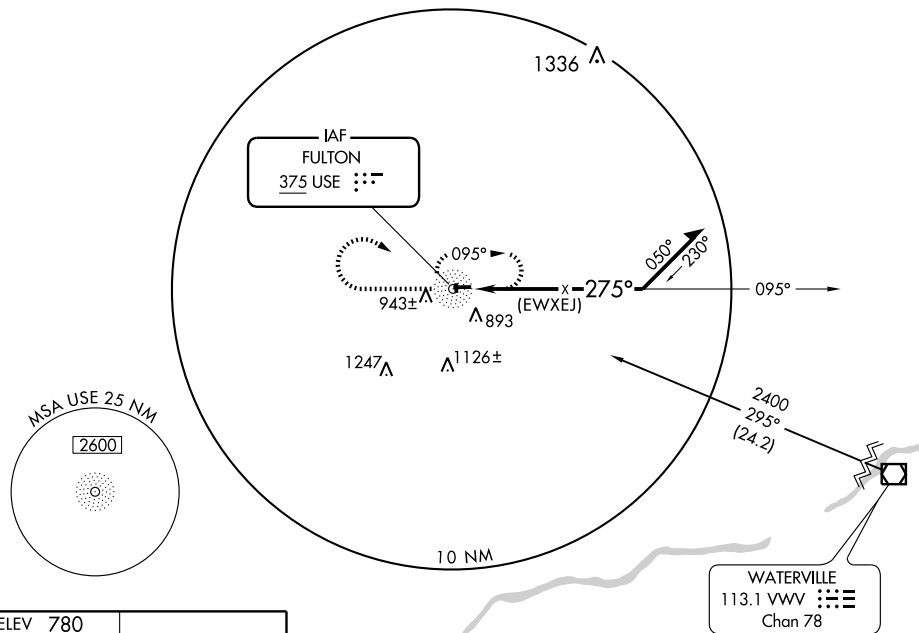
IAP



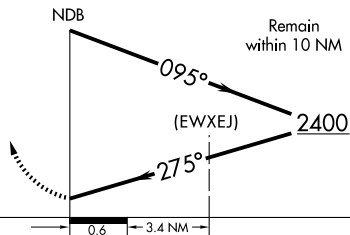
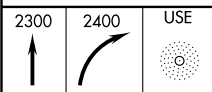
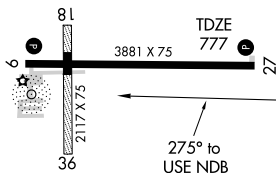
NDB USE
375APP CRS
275°Rwy Idg
TDZE
Apt Elev
3881
777
780**NDB or GPS RWY 27**
WAUSEON/ FULTON COUNTY (USE)

NA

Use Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 then
climbing right turn to 2400 direct FULTON
(USE) NDB and hold.TOLEDO APP CON
134.35 317.55UNICOM
123.0 (CTAF)

ELEV 780



CATEGORY	A	B	C	D
S-27	1300-1	523 (600-1)	1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1360-1	580 (600-1)	1360-1½ 580 (600-1½)	1360-2 580 (600-2)

REIL Rwy 9 and 27
URL Rwy 9-27WAUSEON, OHIO
Amdt 7A 26AUG10

41°37'N - 84°08'W

WAUSEON/ FULTON COUNTY (USE)
NDB or GPS RWY 27

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

WATERVILLE N41°27.09' W83°38.32' NOTAM FILE CLE.

(L) VOR/DME 113.1 VVW Chan 78 319° 11.1 NM to Toledo Express. 664/2W.

RCO 122.1R 113.1T (CLEVELAND RADIO)

DETROIT

H-10G, L-28J

WAUSEON**FULTON CO** (USE) 4 N UTC-5(-4DT) N41°36.61' W84°07.63'

779 B S4 FUEL 100LL, JET A, A1+ NOTAM FILE CLE

RWY 09-27: H3882X75 (ASPH) S-30 LIRL

RWY 09: REIL. PAPI(P4L). Road.

RWY 27: REIL. PAPI(P4R). Trees. Rgt tfc.

RWY 18-36: 2117X75 (ASPH-TURF)

RWY 18: Trees. RWY 36: Tree.

AIRPORT REMARKS: Attended Mon-Sat 1300Z±-dusk, Sun

1500Z±-dusk. 100LL self serve. Rwy 18-36 359' of center section paved. First 270' of Rwy 18 turf and first 1328' of Rwy 36 turf. Deer occasionally on rwy. Twy clsd indef. Rwy 27 REIL OTS indef. ACTIVATE LIRL Rwy 09-27; REIL Rws 09 and 27; PAPI Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

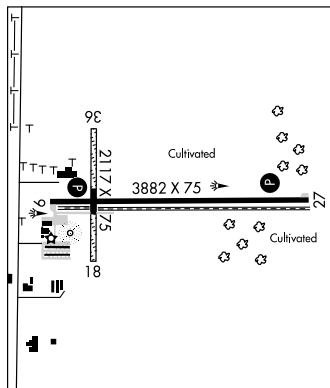
Ⓡ TOLEDO APP/DEP CON 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VVW Chan 78 N41°27.09'

W83°38.32' 296° 24 NM to fld. 660/2W.

NDB (MHW) 375 USE N41°36.55' W84°07.96' at fld.

**WAVERLY** N39°10.02' W82°55.93' NOTAM FILE DAY.

NDB (MHW) 385 EOP at Pike Co. NDB unusable byd 15 NM.

CINCINNATI

L-29A

WAVERLY**PIKE CO** (EOP) 3 NE UTC-5(-4DT) N39°10.02' W82°55.69'

660 B FUEL 100LL, JET A NOTAM FILE DAY

RWY 07-25: H4900X75 (ASPH) S-58 MIRL

RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 37'. Tree.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z±. 24 hr credit card self svc avbl. Deer on and invof arpt. ACTIVATE MIRL Rwy 07-25—CTAF, PAPI Rwy 07 and Rwy 25 on dusk-dawn.**WEATHER DATA SOURCES:** AWOS-A 118.4.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65'

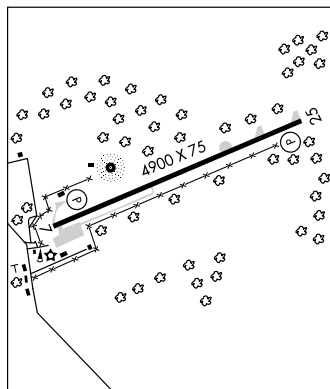
W82°58.70' 009° 31.4 NM to fld. 1040/5W.

WAVERLY NDB (MHW) 385 EOP N39°10.02' W82°55.93' at fld. NOTAM FILE DAY. NDB unusable byd 15 NM.

CINCINNATI

L-29A

IAP



NDB EOP 385	APP CRS 253°	Rwy Idg TDZE Apt Elev	4900 660 660
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NDB RWY 25

WAVERLY / PIKE COUNTY (EOP)

▼ Use Greater Portsmouth Rgnl altimeter setting;
▲ NA if not received, use Ross County altimeter setting.

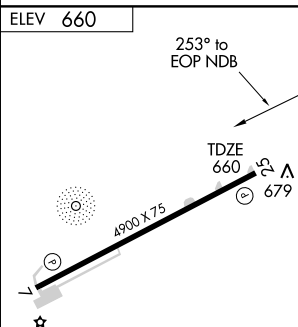
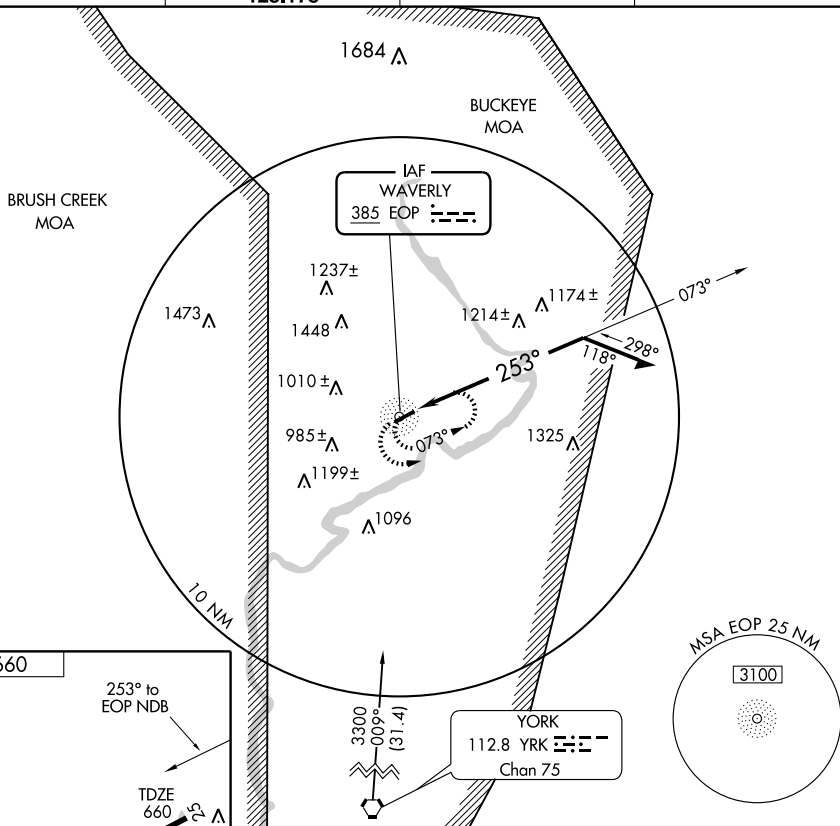
MISSED APPROACH: Climbing left turn
to 2700 in EOP NDB holding pattern.

AWOS-A
118.4

GREATER PORTSMOUTH RGNL
AWOS-3
125.175

INDIANAPOLIS CENTER
135.575 290.5

UNICOM
123.0 (CTAF) **1**



REIL Rwy 7 and 25
MIRL Rwy 7-25 **1**

WAVERLY, OHIO
Amdt 1A 10042

39°10'N - 82°56'W

WAVERLY / PIKE COUNTY (EOP)

NDB RWY 25

CATEGORY	A	B	C	D
S-25	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)
CIRCLING	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)

EC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS
068°

Rwy Idg **4900**
TDZE **660**
Apt Elev **660**

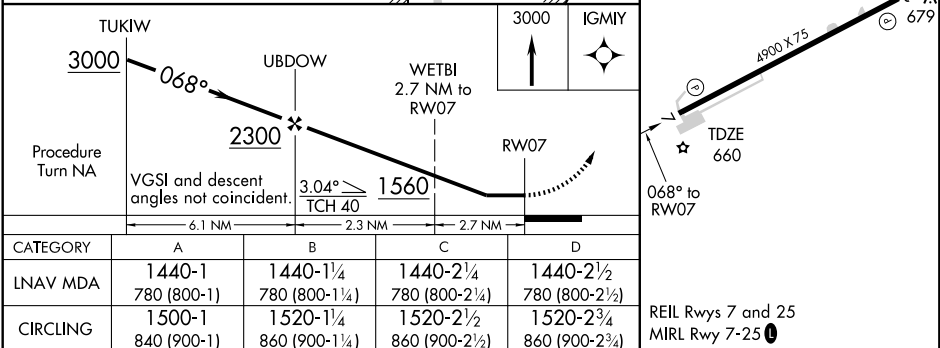
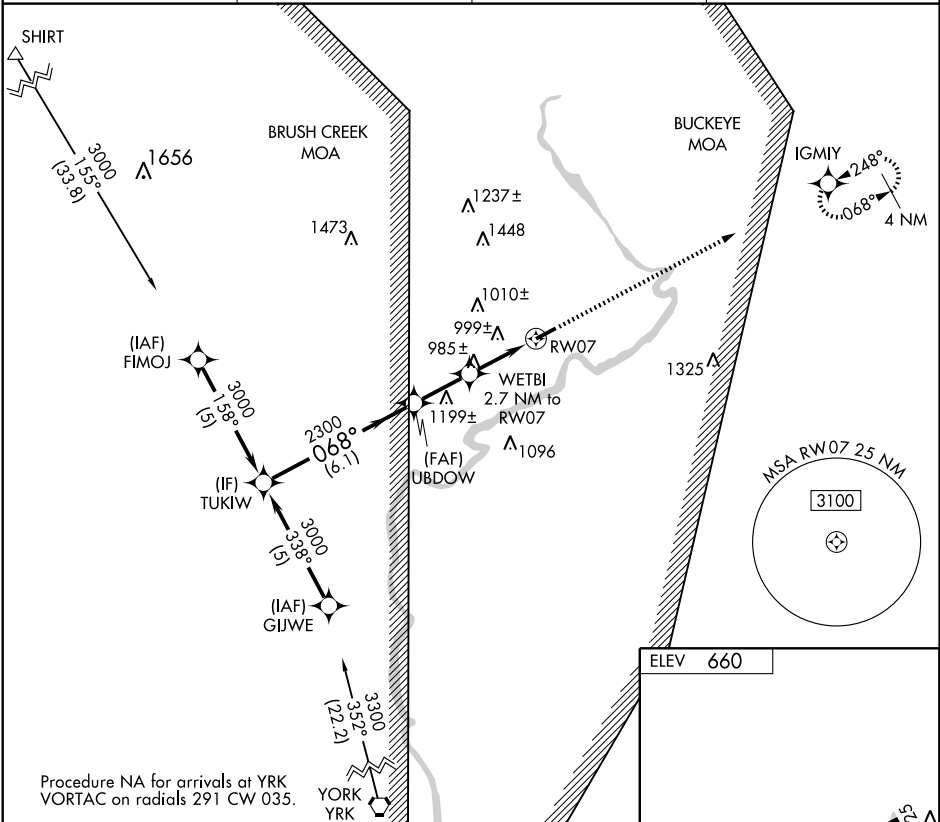
RNAV (GPS) RWY 7

WAVERLY/PIKE COUNTY (EOP)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C and D, and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IGMYY and hold.

AWOS-A 118.4 **GREATER PORTSMOUTH RGNL AWOS-3 125.175** **INDIANAPOLIS CENTER 135.575 290.5** **UNICOM 123.0 (CTAF) 0**



APP CRS	Rwy ldg	4900
248°	TDZE	660
	Apt Elev	660

RNAV (GPS) RWY 25

WAVERLY/PIKE COUNTY (EOP)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct IGMYY and hold.

AWOS-A
118.4

GREATER PORTSMOUTH RGNL
AWOS-3
125.175

INDIANAPOLIS CENTER
135.575 290.5

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at TARTO via V493 northbound.

(IAF) TARTO

3000 NoPT
199°
(17.1)

1684

BRUSH CREEK
MOA

1473

BUCKEYE
MOA

1237±

1448

1299±

1010±

1019±

2300

248°

(6.1)

248°

068°

4 NM

(IF/IAF) IGMYY

248°

068°

4 NM

248°

068°

4 NM

248°

068°

4 NM

248°

068°

4 NM

248°

068°

4 NM

ELEV 660

248° to RW25

TDZE 660

25

679

4900 X 75

REIL Rwy 7 and 25
MIRL Rwy 7-25 0

WAVERLY, OHIO

Orig 10042

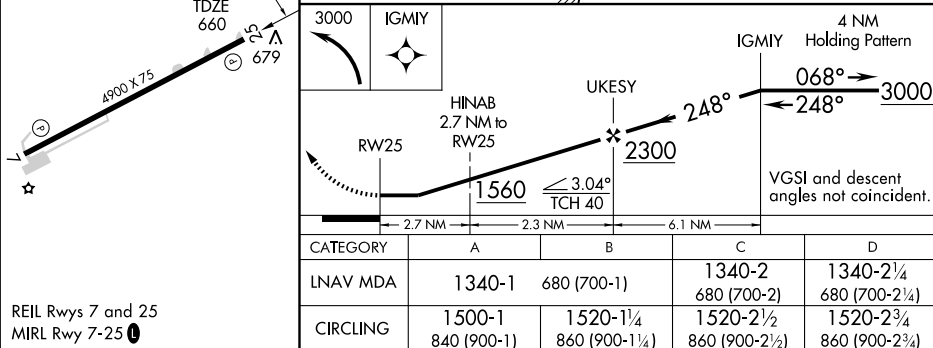
39°10'N - 82°56'W

WAVERLY/PIKE COUNTY (EOP)

RNAV (GPS) RWY 25

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



WAYNESVILLE

RED STEWART AIRFIELD (40I) 4 W UTC-5(-4DT) N39°30.32' W84°07.31'

CINCINNATI

955 S4 FUEL 100LL NOTAM FILE DAY

RWY 08-26: 3142X150 (TURF)

RWY 08: Crops.

RWY 26: Thld dsplcd 540'. Tree.

AIRPORT REMARKS: Attended 1300Z†-dusk. Transient t/c 1 Jan-15 Apr notification required for rwy condition prior to arrival 513-897-7717. Rws and aprons fair rolling turf; sod N and S of rwy used as twy. Banner towing and gliders on and in/ov apt. Glider operations on N taxiway. Rwy 26 dsplcd thld marked with 3 outboard cones on each side of rwy. Rwy 08-26 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

DAYTON APP/DEP CON 126.5 (091°-180°)

WEIKER (See GREEN SPRINGS)

WELLER (See URBANA)

WELLINGTON

READER-BOTSFORD (67D) 00 SE UTC-5(-4DT) N41°09.75' W82°12.16'

DETROIT

864 TPA-1650(786) NOTAM FILE CLE

RWY 18-36: 2850X100 (TURF)

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Apr-Nov Wed, Sat-Sun dalgt hrs. Arpt CLOSED 1 Dec to 30 Apr. Glider ops. Monitor glider activities on CTAF. Rwy 18-36 lgtd thld Rwy 18 relocated 375'; Rwy 36 relocated 800'; 1825' Rwy 18-36 usable for ngt ops.

COMMUNICATIONS: CTAF 122.9

WELTZIEN SKYPARK (See WADSWORTH)

WEST UNION N38°51.36' W83°33.83' NOTAM FILE DAY.

CINCINNATI

NDB (MHW) 359 AMT at Alexander Salamon. NDB OTS indef.

L-266

WEST UNION

ALEXANDER SALAMON (AMT) 4 NW UTC-5(-4DT) N38°51.09' W83°33.98'

CINCINNATI

896 B FUEL 80, 100LL NOTAM FILE DAY

L-266

RWY 05-23: H3762X65 (ASPH) MIRL 0.3% up NE

IAP

RWY 05: Trees.

RWY 23: REIL. PAPI(P4L)-GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Sat dalgt hrs. Fuel avbl 24 hrs-credit card. ACTIVATE MIRL Rwy 05-23; PAPI Rwy 23 and REIL Rwy 23-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® INDIANAPOLIS CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65' W82°58.70' 299° 30.3 NM to fld. 1040/5W.

WEST UNION NDB (MHW) 359 AMT N38°51.36' W83°33.83' at fld. NOTAM FILE DAY. OTS indef.

WILLARD (8G1) 1 S UTC-5(-4DT) N41°02.33' W82°43.47'

DETROIT

967 FUEL 100LL NOTAM FILE CLE

L-29A

RWY 10-28: H4028X65 (ASPH) MIRL 0.8% up W

IAP

RWY 10: Thld dsplcd 300'. Building.

RWY 28: Thld dsplcd 610'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. For fuel after hrs call 567-224-2492. ACTIVATE MIRL Rwy 10-28-CTAF.

COMMUNICATIONS: CTAF 122.9

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

® MANSFIELD APP/DEP CON 124.2 (1100-0400Z†)

CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 332° 11.9 NM to fld. 1210/3W.

WILLIAMS CO (See BRYAN)

NDB AMT
359

APP CRS
232°

Rwy Idg	3762
TDZE	896
Apt Elev	896

NDB RWY 23

WEST UNION/ ALEXANDER SALAMON (AMT)



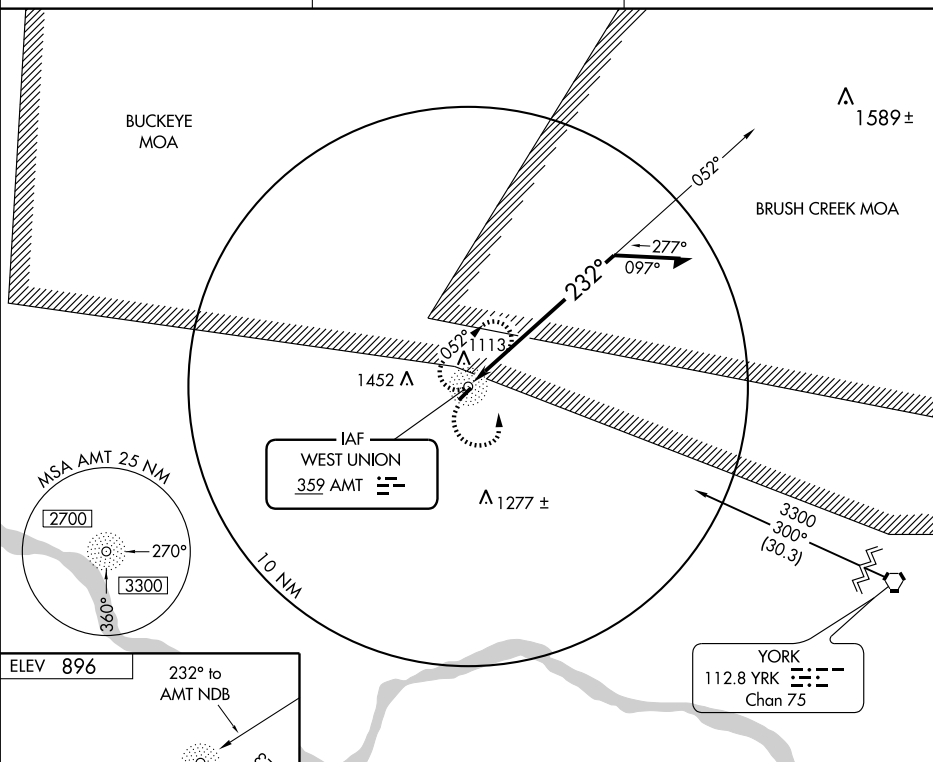
ANA

Use Flemingsburg, Kentucky altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via heading 180°, then left turn direct AMT NDB and hold.

FLEMINGSBURG AWOS-3
118.125

INDIANAPOLIS CENTER
135.575 290.5

UNICOM
122.8 (CTAF) **L**

ELEV 896

232° to
AMT NDB



2800
HDG 180°

AMT
359

ND

Remain
within 10 NM

2800

REIL Rwy 23 **L**
MIRL Rwy 5-23 **L**

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA
CIRCLING	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA

WEST UNION, OHIO

Amdt 4A 10042

WEST UNION/ALEXANDER SALAMON (AMT)

38°51'N - 83°34'W

NDB RWY 23

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

APP CRS **049°**
 Rwy Idg **3762**
 TDZE **890**
 Apt Elev **896**

RNAV (GPS) RWY 5

WEST UNION/ ALEXANDER SALAMON (A.M.T)

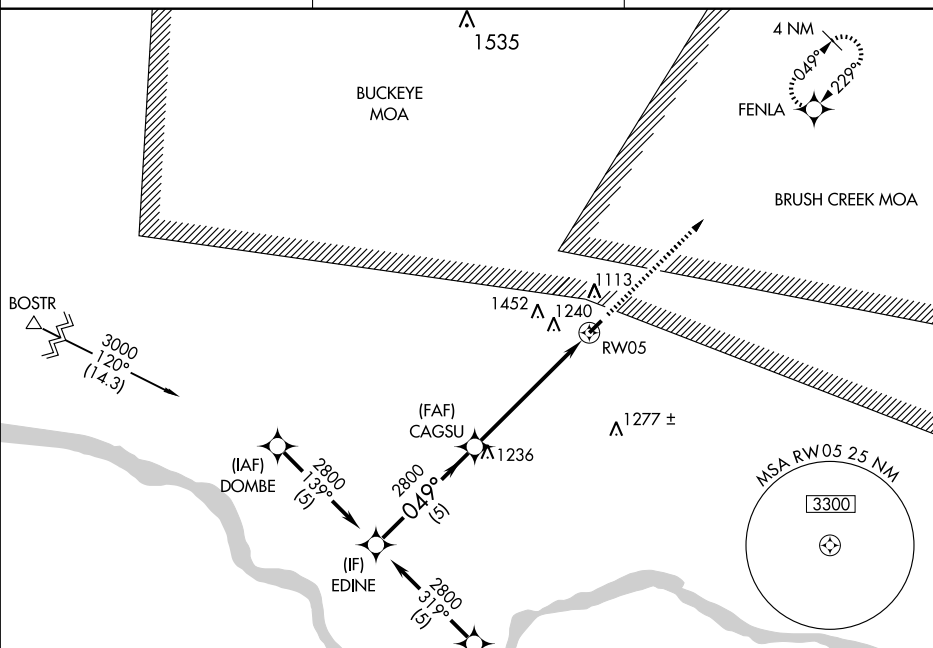
▼ Use Flemingsburg, Kentucky altimeter setting.
 ▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FENLA WP and hold.

FLEMINGSBURG AWOS-3
118.125

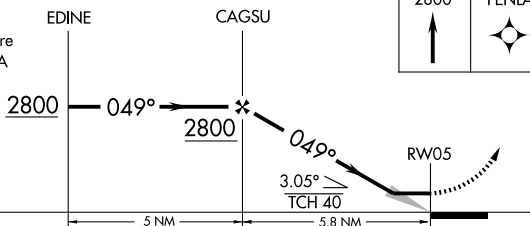
INDIANAPOLIS CENTER
135.575 290.5

UNICOM
122.8 (CTAF)



ELEV 896

Procedure
 Turn NA



TDZE 890

0.3% UP

049° to RW05

3762 x 65

REIL Rwy 23

MIRL Rwy 5-23

CATEGORY	A	B	C	D
LNAV MDA	1400-1 510 (600-1)		1400-1½ 510 (600-1½)	NA
CIRCLING	1600-1 704 (800-1)		1600-2 704 (800-2)	NA

APP CRS **229°**
 Rwy Idg **3762**
 TDZE **896**
 Apt Elev **896**

RNAV (GPS) RWY 23

WEST UNION/ALEXANDER SALAMON (A.MT)

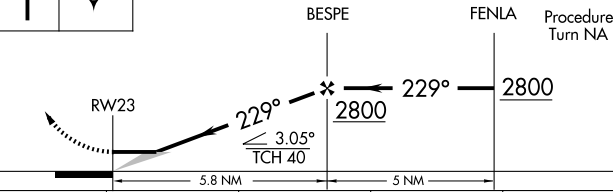
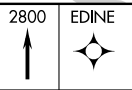
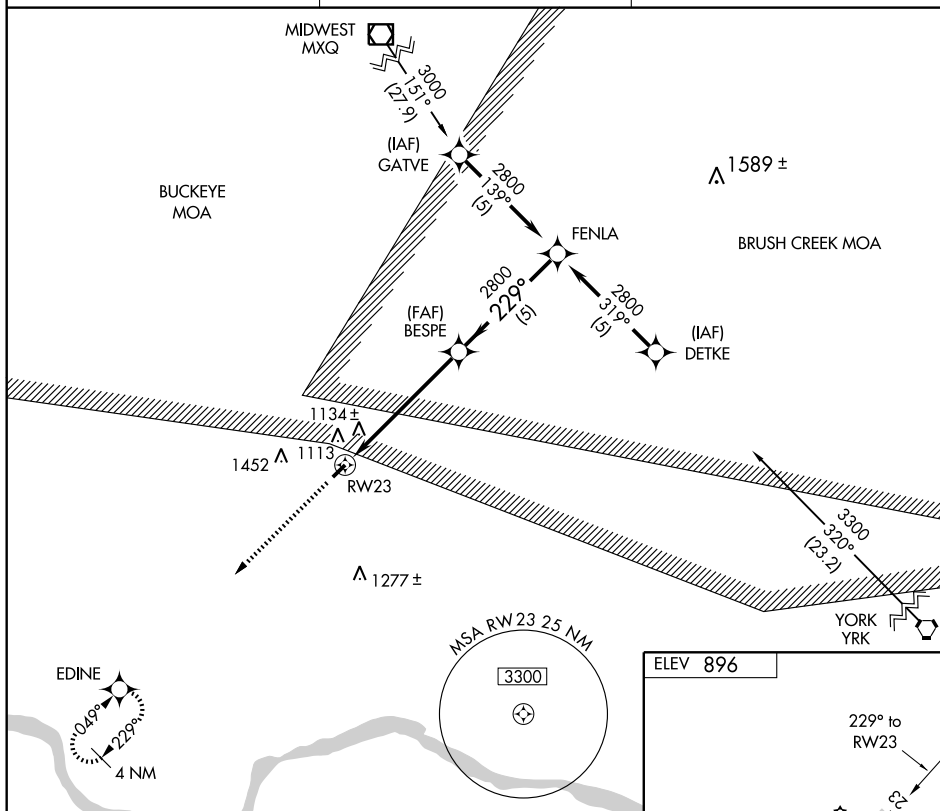
▼ Use Flemingsburg, Kentucky altimeter setting.
 ▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct EDINE WP and hold.

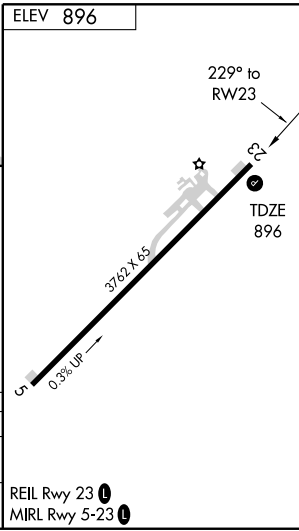
FLEMINGSBURG AWOS-3
118.125

INDIANAPOLIS CENTER
135.575 290.5

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1440-1 544 (600-1)		1440-1½ 544 (600-1½)	NA
CIRCLING	1600-1 704 (800-1)		1600-2 704 (800-2)	NA



WAYNESVILLE

RED STEWART AIRFIELD (40I) 4 W UTC-5(-4DT) N39°30.32' W84°07.31'

CINCINNATI

955 S4 FUEL 100LL NOTAM FILE DAY

RWY 08-26: 3142X150 (TURF)

RWY 08: Crops.

RWY 26: Thld dsplcd 540'. Tree.

AIRPORT REMARKS: Attended 1300Z†-dusk. Transient t/c 1 Jan-15 Apr notification required for rwy condition prior to arrival 513-897-7717. Rws and aprons fair rolling turf; sod N and S of rwy used as twy. Banner towing and gliders on and invof aprt. Glider operations on N taxiway. Rwy 26 dsplcd thld marked with 3 outboard cones on each side of rwy. Rwy 08-26 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

DAYTON APP/DEP CON 126.5 (091°-180°)

WEIKER (See GREEN SPRINGS)

WELLER (See URBANA)

WELLINGTON

READER-BOTSFORD (67D) 00 SE UTC-5(-4DT) N41°09.75' W82°12.16'

DETROIT

864 TPA-1650(786) NOTAM FILE CLE

RWY 18-36: 2850X100 (TURF)

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Apr-Nov Wed, Sat-Sun dalgt hrs. Arpt CLOSED 1 Dec to 30 Apr. Glider ops. Monitor glider activities on CTAF. Rwy 18-36 lgtd thld Rwy 18 relocated 375'; Rwy 36 relocated 800'; 1825' Rwy 18-36 usable for ngt ops.

COMMUNICATIONS: CTAF 122.9

WELTZIEN SKYPARK (See WADSWORTH)

WEST UNION N38°51.36' W83°33.83' NOTAM FILE DAY.

CINCINNATI

NDB (MHW) 359 AMT at Alexander Salamon. NDB OTS indef.

L-266

WEST UNION

ALEXANDER SALAMON (AMT) 4 NW UTC-5(-4DT) N38°51.09' W83°33.98'

CINCINNATI

896 B FUEL 80, 100LL NOTAM FILE DAY

L-266

RWY 05-23: H3762X65 (ASPH) MIRL 0.3% up NE

IAP

RWY 05: Trees.

RWY 23: REIL. PAPI(P4L)-GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Sat dalgt hrs. Fuel avbl 24 hrs-credit card. ACTIVATE MIRL Rwy 05-23; PAPI Rwy 23 and REIL Rwy 23-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® INDIANAPOLIS CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65' W82°58.70' 299° 30.3 NM to fld. 1040/5W.

WEST UNION NDB (MHW) 359 AMT N38°51.36' W83°33.83' at fld. NOTAM FILE DAY. OTS indef.

WILLARD (8G1) 1 S UTC-5(-4DT) N41°02.33' W82°43.47'

DETROIT

967 FUEL 100LL NOTAM FILE CLE

L-29A

RWY 10-28: H4028X65 (ASPH) MIRL 0.8% up W

IAP

RWY 10: Thld dsplcd 300'. Building. RWY 28: Thld dsplcd 610'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z†. For fuel after hrs call 567-224-2492. ACTIVATE MIRL Rwy 10-28-CTAF.

COMMUNICATIONS: CTAF 122.9

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

® MANSFIELD APP/DEP CON 124.2 (1100-0400Z†) CLEVELAND CENTER APP/DEP CON 134.9 (0400-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12' W82°35.46' 332° 11.9 NM to fld. 1210/3W.

WILLIAMS CO (See BRYAN)

VORTAC MFD 108.8 Chan 25	APP CRS 332°	Rwy Idg TDZE Apt Elev	N/A N/A 967
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VOR/DME or GPS-A

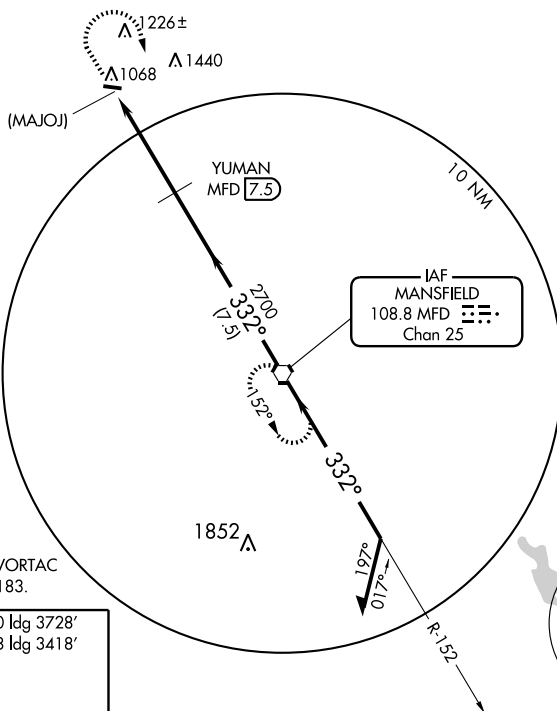
WILLARD (8G1)

▼ Use Mansfield altimeter setting; when not received,
▲ NA use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct
MFD VORTAC and hold.

MANSFIELD APP CON ★
124.2 390.8

CTAF 0
122.9



NoPT for arrival on MFD VORTAC
Airway Radials 101 CW 183.

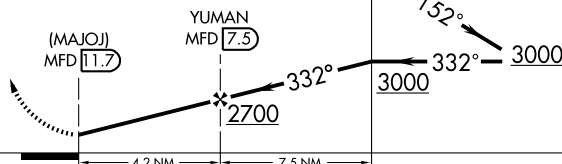
ELEV 967 Rwy 10 Idg 3728'
Rwy 28 Idg 3418'

10 28
4028 X 65
← 0.8% UP

332° 4.2 NM
from FAF

MIRL Rwy 10-28 0

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1680-1 713 (800-1)	1680-2 713 (800-2)	1680-2 713 (800-2)	NA
CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS				
CIRCLING	1720-1 753 (800-1)	1720-1½ 753 (800-1½)	1720-2¼ 753 (800-2¼)	NA

WILLOUGHBY LOST NATION MUNI (LNN) 3 N UTC-5(-4DT) N41°41.04' W81°23.39'

DETROIT

626 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CLE

H-10G, L-30G

RWY 05-23: H5028X100 (ASPH) S-68, D-80, 2D-124 MIRL

IAP

RWY 05: REIL. PAPI(P4R). Thld dspcd 428'. Pole. RWY 23: REIL. PAPI(P4L). Trees.

RWY 10-28: H4272X100 (ASPH) S-68, D-80, 2D-124 MIRL

RWY 10: REIL. PAPI(P2L). Trees. RWY 28: REIL. PAPI(P2L). Thld dspcd 1124'. Poles.

AIRPORT REMARKS: Attended 1200-0200Z†. For arpt attendance or fuel svcs after hrs call 440-942-7092 from 0400-1100Z† for prior arrangements. Multiple practice ldg and tkf prohibited Mon-Fri 0400-1300Z†; Sat-Sun and holidays 0400-1400Z†. Deer and Birds on and invof arpt. Rwy 05 REIL OTS indef. Rwy 23 PAPI OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and Rwy 10-28; REIL Rwy 05; Rwy 23; Rwy 10 and Rwy 28; and PAPI Rwy 05; Rwy 23; Rwy 10 and Rwy 28—CTAF. Ldg fee for all commercial acft by weight; multi-engine and larger.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ CLEVELAND APP/DEP CON 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02' W81°09.79' 320° 14.3 NM to fld. 1310/5W.

LAKELAND NDB (MHW) 263 LQL N41°40.94' W81°22.74' at fld. NDB unmonitored.

COMM/NAV/WEATHER REMARKS: UNICOM freq unmonitored May-Sep (0300-1200Z†); Oct-Apr (0200-1200Z†). For IFR clearance ctc Cleveland apch control at 216-898-2040.

WILMINGTON

AIRBORNE AIRPARK (ILN) 2 SE UTC-5(-4DT) N39°25.68' W83°47.53'

CINCINNATI

1077 B S4 FUEL JET A OX 1, 2 Class IV, ARFF Index A NOTAM FILE ILN

H-10G, L-27E

RWY 04L-22R: H10701X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-390, 2D/2D2-750 HIRL CL

IAP

RWY 04L: MALSR. PAPI(P4L)—GA 3.0° TCH 62'.

RWY 22R: ALSF-2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'.

0.4% down.

RWY 04R-22L: H9000X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-390, 2D/2D2-750 HIRL CL

RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. 0.3% up.

RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. 0.4% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA-10701 TODA-10701 ASDA-10701 LDA-10701

RWY 04R: TORA-9000 TODA-9000 ASDA-9000 LDA-9000

RWY 22L: TORA-9000 TODA-9000 ASDA-9000 LDA-9000

RWY 22R: TORA-10701 TODA-10701 ASDA-10701 LDA-10701

AIRPORT REMARKS: Attended continuously. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 937-382-5591. Rwy 04L-22R has 1000' paved area on SW end and 200' paved area on NE end. Rwy 04R-22L has 200' paved area on each end. Twy C clsd SR-SS. For HIRL Rwy 04L-22R and Rwy 04R-22L when twr clsd contact ops on 119.47. Rwy 04R touchdown, midpoint and rollout RVR avbl. Rwy 22L touchdown, midpoint and rollout RVR avbl. Four hrs PPR for all transient acft call arpt manager 937-382-5591 extension 2960 during operating hrs. After hrs call flight control 937-302-5591 extension 2450. Ldg fee. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (937) 383-7334.

COMMUNICATIONS: CTAF 119.475 ATIS 124.925

Ⓡ DAYTON APP/DEP CON 126.5 (091°-180°) 118.85 127.225

WILMINGTON TOWER 119.475, 125.6 (04R-22L in instrument meteorological conditions) Mon 1200-Sat 2300Z†, Sun 1100-2300Z†.

GND CON 121.6 CLNC DEL 125.6

AIRSPACE: CLASS D svc Mon 1200Z†-Sat 2300Z†, Sun 1100-2300Z†; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.

MIDWEST (T) VOR/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' at fld. 1050/4W. Unmonitored when twr clsd.

AIRBO NDB (MHW/LOM) 407 IL N39°29.58' W83°44.29' 217° 4.6 NM to fld.

Unmonitored Sat-Sun 2300-1100Z† and Sun 2300 til Mon 1200Z†.

CUBLA NDB (MHW/LOM) 299 HW N39°21.21' W83°52.55' 045° 5.9 NM to fld.

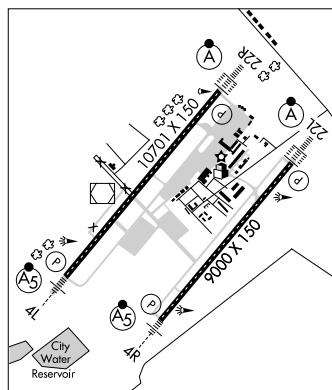
ILS 110.7 I-HWM Rwy 04L. LOM CUBLA NDB. Unmonitored when twr clsd. LOC unusable byd 15° left or right of course.

ILS/DME 109.35 I-IYV Chan 30(Y) Rwy 04R. Class IT. Unmonitored when twr clsd.

ILS 110.7 I-ILN Rwy 22R. Class III. LOM AIRBO NDB. Unmonitored when twr clsd.

ILS/DME 109.35 I-RHX Chan 30(Y) Rwy 22L. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.



ALPHE TWO DEPARTURE (RNAV)



CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000, thence. . . .
 . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.
 Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.
 Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.
 Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.
 Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207' MSL.
 Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.
 Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.
 Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.

TAKE-OFF MINIMUMS:

Rwys 5, 10, 23, 28: STANDARD.

ALPHE



3000
324°
(99)

HUDDZ

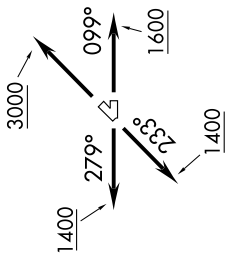
3000
*2200



267°
(22)

AMRST

NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR REQUIRED.



NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)

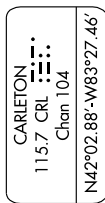
AMRST TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28:
STANDARD.

NOTE: RADAR REQUIRED



L-28, H-10



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

..... or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition).
Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.

Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.

Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.

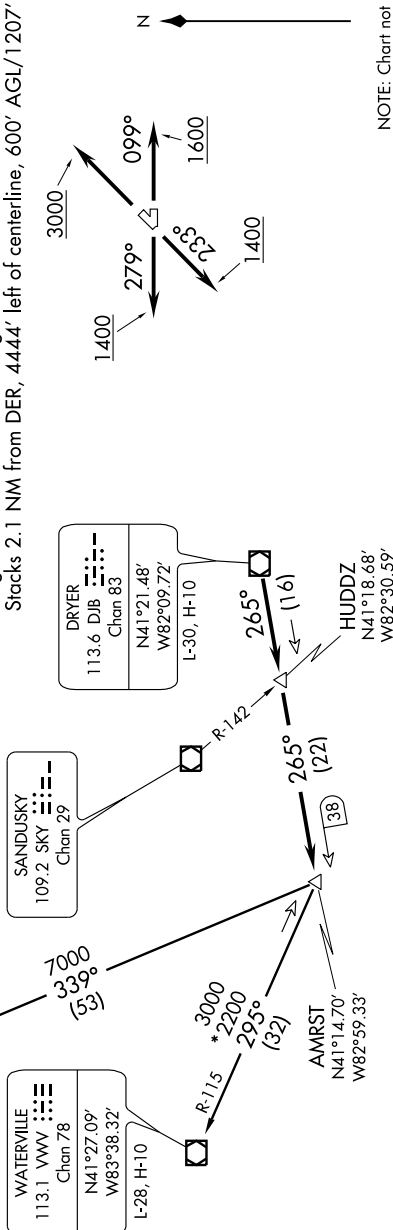
Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.

Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207'

Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.

Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.

Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.



NOTE: Chart not to scale.

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

WILLOUGHBY, OHIO
WILLOUGHBY LOST NATION MUNI (LNN)

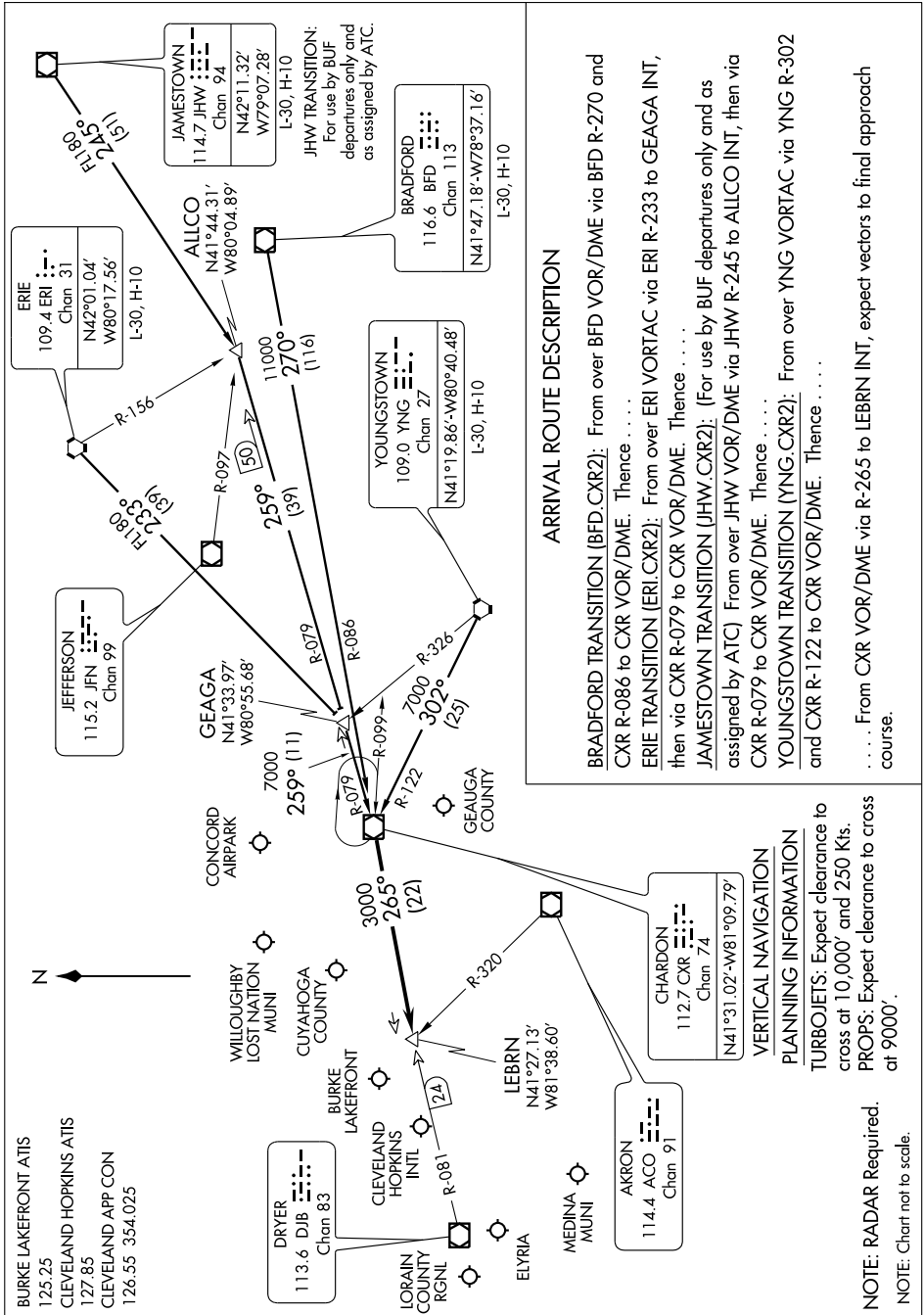
EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010

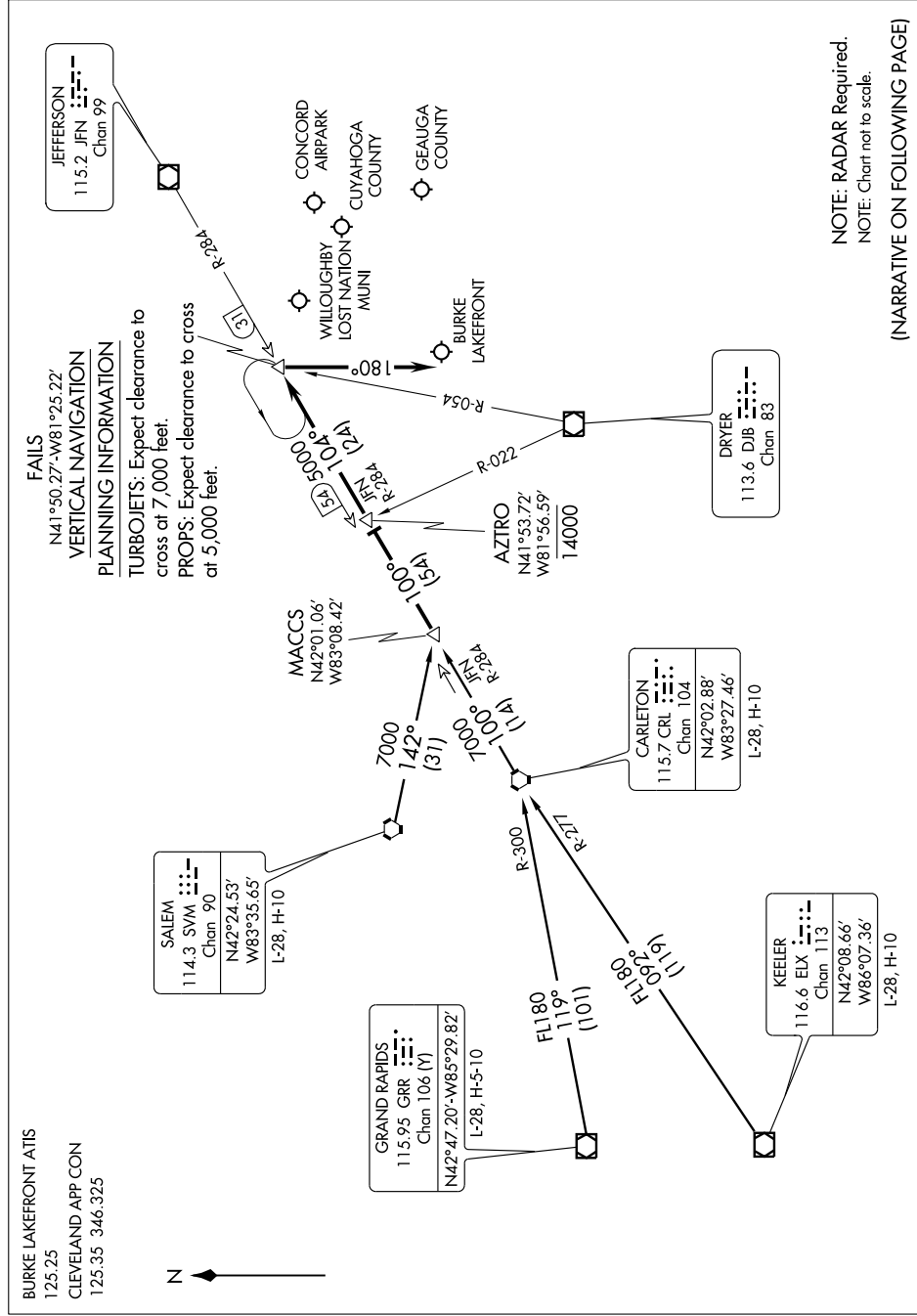


EC-2, 26 AUG 2010 to 23 SEP 2010

CHARDON TWO ARRIVAL

CLEVELAND, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



EC-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°. Expect radar vectors to final approach course.

BURKE LAKEFRONT ATIS
125.25
CLEVELAND HOPKINS ATIS
127.85
CLEVELAND APP CON
6L/6R 124.0 354.025
24L/24R 126.55 354.025

WILLOUGHBY
LOST NATION
MUNI

CONCORD
AIRPARK

DRYER
113.6 DJB
Chan 83

CUYAHOGA
COUNTY

BURKE
LAKEFRONT

GEAUGA
COUNTY

LORAIN
COUNTY
RGNL

CLEVELAND
HOPKINS
INTL

ELYRIA

R-143

MEDINA
MUNI

KEATN
N40°55.88'-W81°39.34'
VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at
10,000' and 250 Kts.
PROPS: Expect clearance to cross at 9000'.

LENRD
N40°34.17'
W82°01.00'

TIVERTON
116.5 TVT
Chan 112
N40°27.48'-W82°07.61'
L-29

BRIGGS
112.4 BSV
Chan 71
N40°44.44'
W81°25.93'
L-29, H-10

NEWCOMERTOWN
111.8 CTW
Chan 55

NOTE: RADAR Required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT.

Thence, . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT.

Thence, . . .

LANDING CLE RWY 24L/R: . . . Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . From KEATN INT expect radar vectors to final approach course.

NDB LQL 263	APP CRS 099°	Rwy Idg TDZE Apt Elev	4272 625 626
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NDB RWY 10

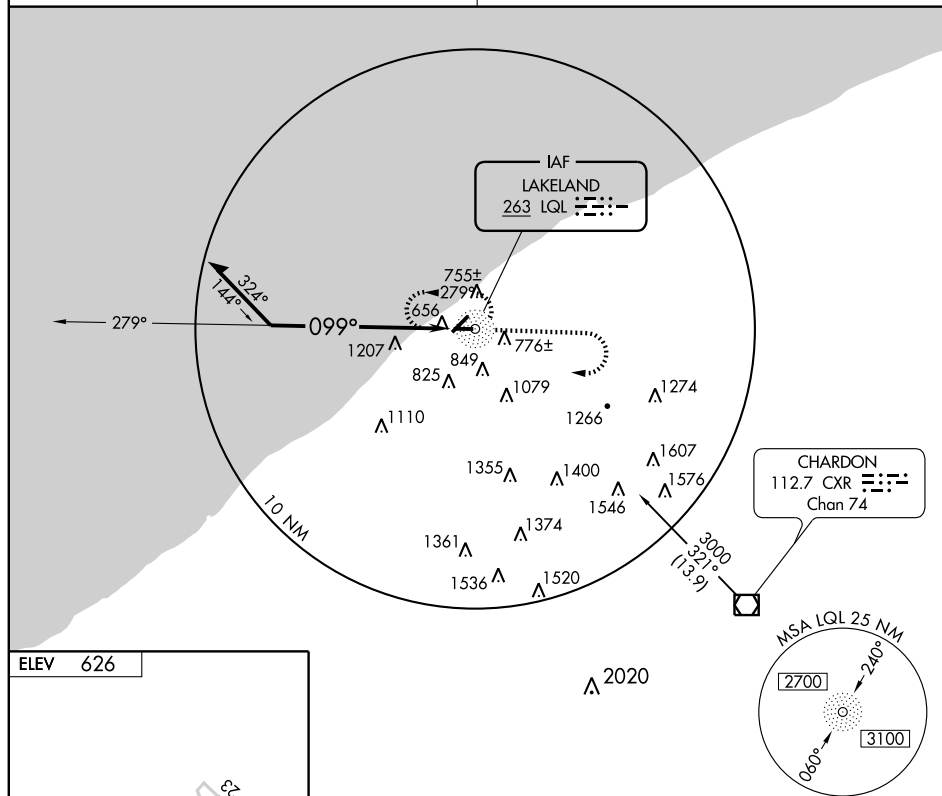
WILLOUGHBY LOST NATION MUNI (LNN)

▼ Visibility reduction by helicopters NA.
 ▲ NA Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

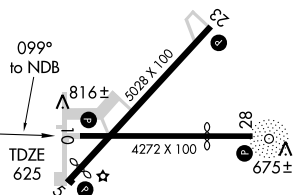
MISSED APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

CLEVELAND APP CON
125.35 354.025

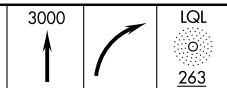
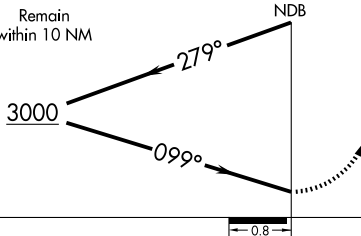
UNICOM
122.725 (CTAF) 





ELEV 626



Remain
within 10 NM



CATEGORY	A	B	C	D
S-10	1700-1¼ 1075 (1100-1¼)	1700-1½ 1075 (1100-1½)	1700-3 1075 (1100-3)	NA
CIRCLING	1700-1¼ 1074 (1100-1¼)	1700-1½ 1074 (1100-1½)	1700-3 1074 (1100-3)	NA

REIL Rwy 5, 10, 23 and 28 
 MRL Rwy 5-23 and 10-28 

WILLOUGHBY, OHIO

Amdt 10 08325

WILLOUGHBY LOST NATION MUNI (LNN)

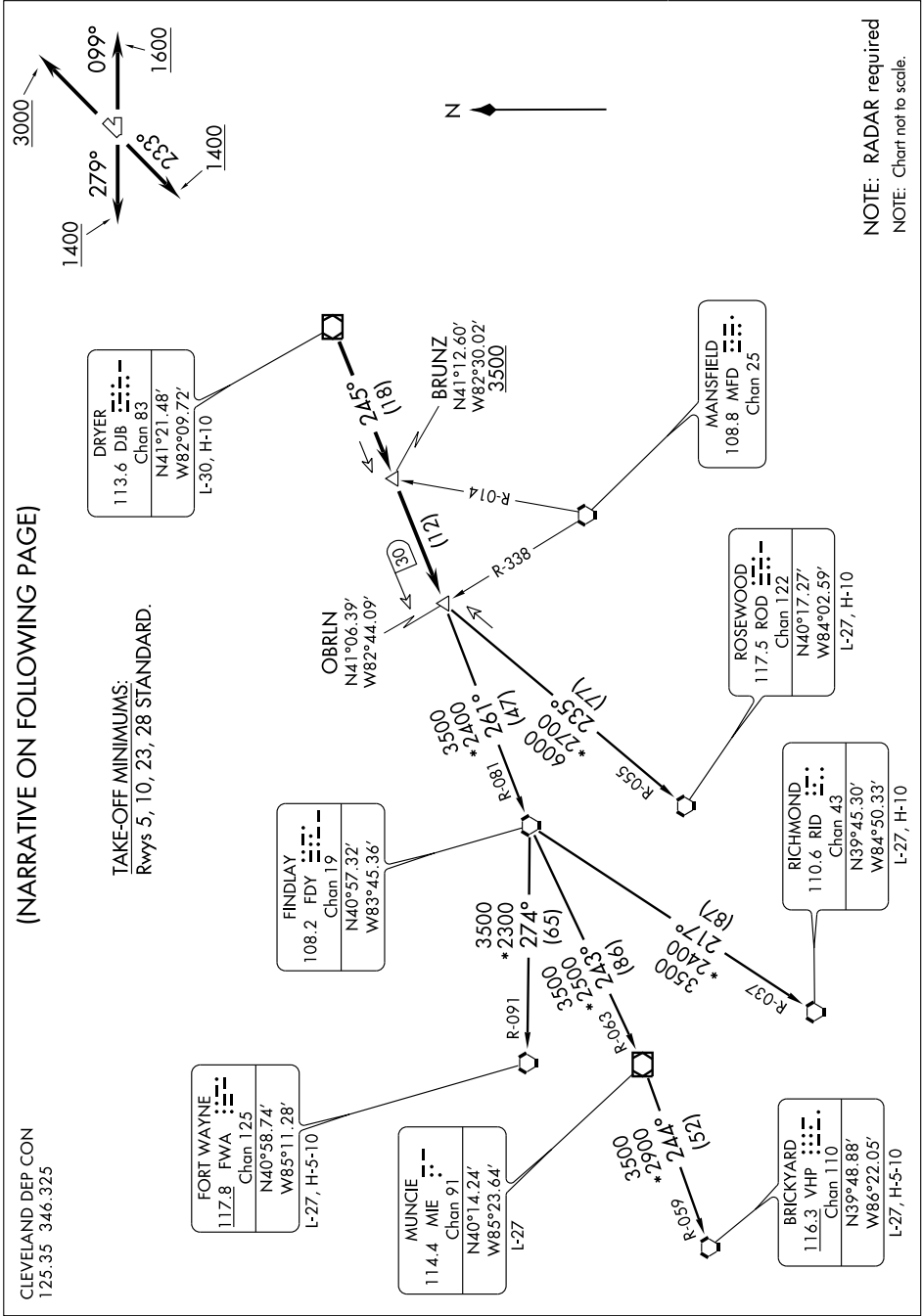
41°41'N - 81°23'W

NDB RWY 10

OBRLN TWO DEPARTURE

WILLOUGHBY, OHIO

EC-2, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR required
NOTE: Chart not to scale.

OBRLN TWO DEPARTURE

EC-2, 26 AUG 2010 to 23 SEP 2010

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION



TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.

Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.

Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.

Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.

Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207' MSL.

Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.

Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.

Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.

APP CRS
053°

Rwy Idg **4600**
TDZE **625**
Apt Elev **626**

RNAV (GPS) RWY 5

WILLOUGHBY LOST NATION MUNI (LNN)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use
Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300
direct HILEK and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
122.725 (CTAF)

Procedure NA for arrivals at FAILS
via V443-522 northeast bound.

FAILS

4 NM



2700
224°
(16.7)

755±

1207

656

776±

849

1079

1266

1274

1355

1400

1546

1607

1576

1361

1374

1536

1520

3100

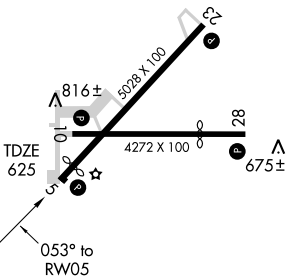
273°

(14.4)

2020

Procedure NA for arrival
on CXR VOR/DME airway
radials 265 CW 325.

ELEV **626**



REIL Rwy 5, 10, 23 and 28
MIRL Rwy 5-23 and 10-28

4 NM
Holding Pattern

HEVRU

2700

←232°

052°→

VGSI and
descent angles not coincident.

UBIYA

2100

052°

053°

3.04°

TCH 40

2300

HILEK

↑

✦

28

675±

053° to RW05

4.5 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1460-1 835 (900-1)	1460-1¼ 835 (900-1¼)	1460-2½ 835 (900-2½)	NA
CIRCLING	1460-1 834 (900-1)	1460-1¼ 834 (900-1¼)	1460-2½ 834 (900-2½)	NA

APP CRS **098°**
 Rwy Idg **4272**
 TDZE **625**
 Apt Elev **626**

RNAV (GPS) RWY 10

WILLOUGHBY LOST NATION MUNI (LNN)

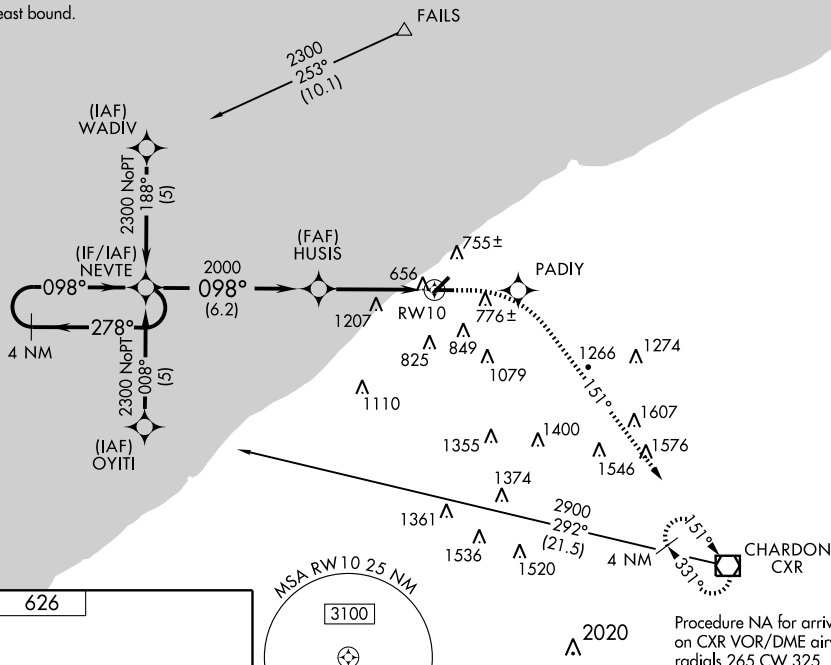
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins
 Int'l altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2900
 direct PADIY and via track 151° to
 CXR VOR/DME and hold.

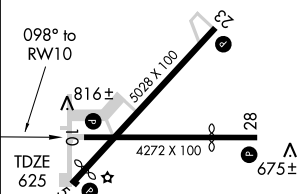
CLEVELAND APP CON
125.35 354.025

UNICOM
122.725 (CTAF) 0

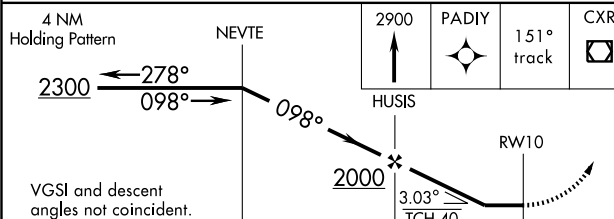
Procedure NA for arrivals at FAILS via
 V443-522 northeast bound and V10-188
 east bound.



ELEV **626**



REIL Rwy 5, 10, 23 and 28 **0**
 MIRL Rwy 5-23 and 10-28 **0**



CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 935 (1000-1¼)	1560-2¾ 935 (1000-2¾)	1560-2¾ 935 (1000-2¾)	NA
CIRCLING	1560-1¼ 934 (1000-1¼)	1560-2¾ 934 (1000-2¾)	1560-2¾ 934 (1000-2¾)	NA

WAAS CH 82410 W23A	APP CRS 233°	Rwy Idg TDZE 623 Apt Elev 626
--	------------------------	---

RNAV (GPS) RWY 23

WILLOUGHBY LOST NATION MUNI (LNN)



Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Int'l altimeter setting and increase all DA/MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 direct YACUT and via 290° track to NEVTE and hold.

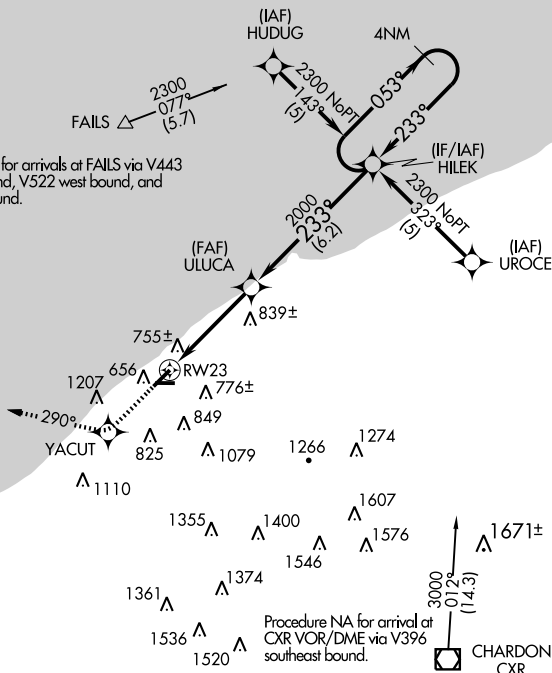
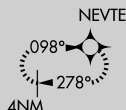
CLEVELAND APP CON
125.35 354.025

UNICOM
122.725 (CTAF) 0

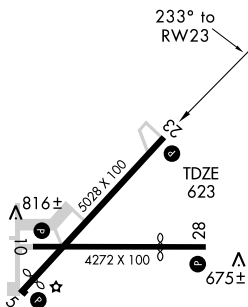
MSA RW 23 25 NM

3100

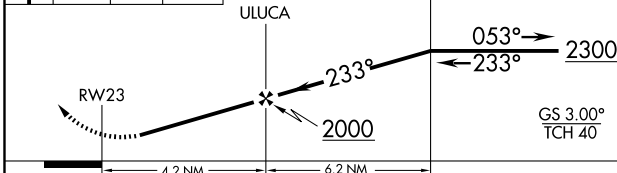
Procedure NA for arrivals at FAILS via V443 southwest bound, V522 west bound, and V188 west bound.



ELEV **626**



2300 YACUT 290° TRK NEVTE



CATEGORY	A	B	C	D
LPV DA	1031-1½ 408 (500-1½)			NA
LNAV/VNAV DA	1142-1¾ 519 (600-1¾)			NA
LNAV MDA	1200-1	577 (600-1)	1200-1½ 577 (600-1½)	NA
CIRCLING	1200-1	574 (600-1)	1200-1½ 574 (600-1½)	NA

REIL Rws 5, 10, 23 and 28
MIRL Rws 5-23 and 10-28

WILLOUGHBY, OHIO
Orig 08325

41°41'N - 81°23'W

WILLOUGHBY LOST NATION MUNI (LNN)
RNAV (GPS) RWY 23

APP CRS **279°**
 Rwy Idg **3148**
 TDZE **626**
 Apt Elev **626**

RNAV (GPS) RWY 28

WILLOUGHBY LOST NATION MUNI (LNN)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
122.725 (CTAF) 0

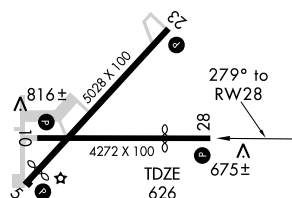
Procedure NA for arrivals at FAILS via V522 westbound and V188 west bound.

FAILS
 2900
 176°
 (13.9)

NEVTE
 098°
 278°
 4 NM

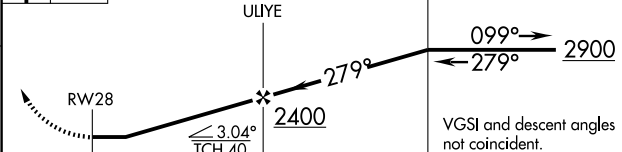
MSA RW 28 25 NM
 3100

ELEV 626



REIL Rwy 5, 10, 23 and 28
 MRL Rwy 5-23 and 10-28

2300 NEVTE



CATEGORY	A	B	C	D
RNAV MDA	1260-1	634 (700-1)	1260-1 $\frac{3}{4}$ 634 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1260-1	634 (700-1)	1260-1 $\frac{3}{4}$ 634 (700-1 $\frac{3}{4}$)	NA

SANDUSKY TWO DEPARTURE

WILLOUGHBY, OHIO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000, thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000, thence. . . .

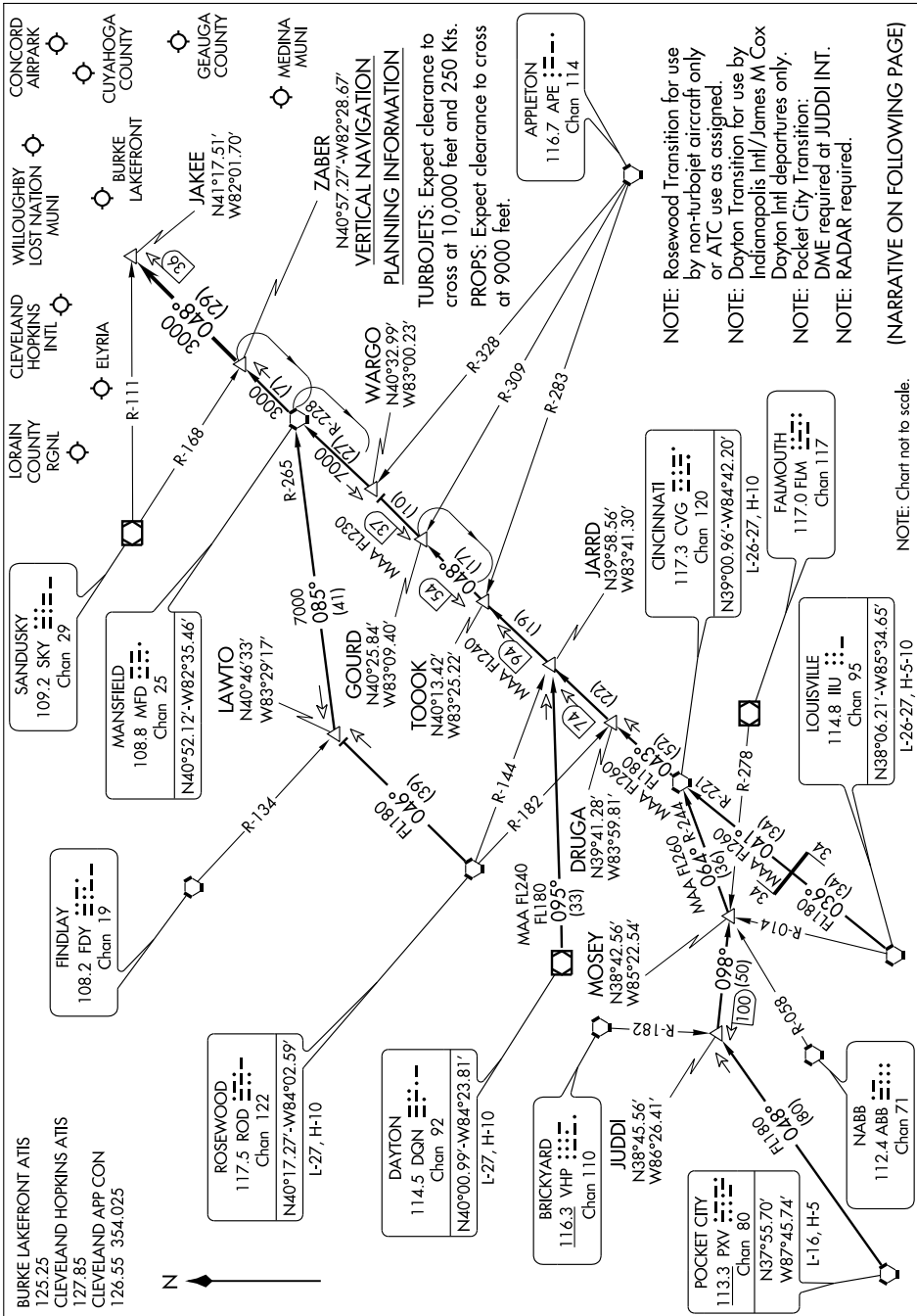
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

CLINTON FLD (I66) 4 NW UTC-5(-4DT) N39°30.15' W83°51.80'

CINCINNATI

1033 B S4 FUEL 100LL, JET A NOTAM FILE DAY

L-27E

RWY 03-21: H3579X65 (ASPH) S-12.5 MIRL 0.3% up NE

IAP

RWY 03: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

RWY 21: PAPI(P2L)—GA 3.75° TCH 20'. Trees.

AIRPORT REMARKS: Attended May-Sep 1300-0100Z†, Oct-Apr 1300-2200Z†. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937-725-2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (937) 382-1376.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ DAYTON APP/DEP CON 126.5 (091°-180°) 118.85 127.225

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

MIDWEST (T) VOR/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC-5(-4DT) N39°26.25' W83°42.50'

CINCINNATI

1090 NOTAM FILE DAY

RWY 05-23: 3203X80 (TURF)

RWY 05: Thld dsplcd 92'. Crops.

RWY 23: Thld dsplcd 565'. P-Line.

RWY 13-31: 2670X80 (TURF)

RWY 13: Thld dsplcd 250'. Fence.

RWY 31: Thld dsplcd 732'. Fence.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 13-31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep-Apr. Model acft radio-control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov-Apr. Rwy 05-23 dspld thlds marked with white tires. Rwy 13-31 dsplcd thlds marked with white tires.

COMMUNICATIONS: CTAF 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC-5(-4DT) N39°46.74' W81°06.17'

CINCINNATI

1197 B S4 FUEL 80, 100LL NOTAM FILE CLE

L-29B

RWY 07-25: H3805X75 (ASPH) S-18 MIRL

IAP

RWY 07: Thld dsplcd 173'. Trees.

RWY 25: REIL. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel call 740-472-1882.

ACTIVATE MIRL Rwy 07-25; rotating bcn and REIL Rwy 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

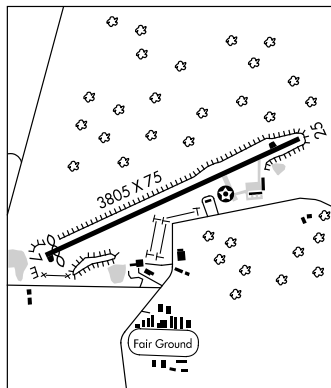
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02'

W80°49.04' 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC-5(-4DT) N40°52.49' W81°53.30'

DETROIT

1136 B S4 FUEL 100LL, JET A1+ OX 4 NOTAM FILE BJJ

H-10G, L-29B

RWY 10-28: H5191X100 (ASPH) S-30 HIRL 0.5% up E

IAP

RWY 10: REIL. Trees.

RWY 28: REIL. VASI(V4R)—GA 3.0° TCH 33'. Thld dsplcd 218'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1200-0000Z†, Sat-Sun 1400-2300Z†. Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10-28 preset low ints dusk-dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 118.075 (330) 669-9105.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z†) CLNC DEL 121.75

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44' W81°25.93' 295° 22.3 NM to fld. 1230/4W.

APP CRS	Rwy Idg	3579
033°	TDZE	1033
	Apt Elev	1033

RNAV (GPS) RWY 3

WILMINGTON/CLINTON FIELD (I66)

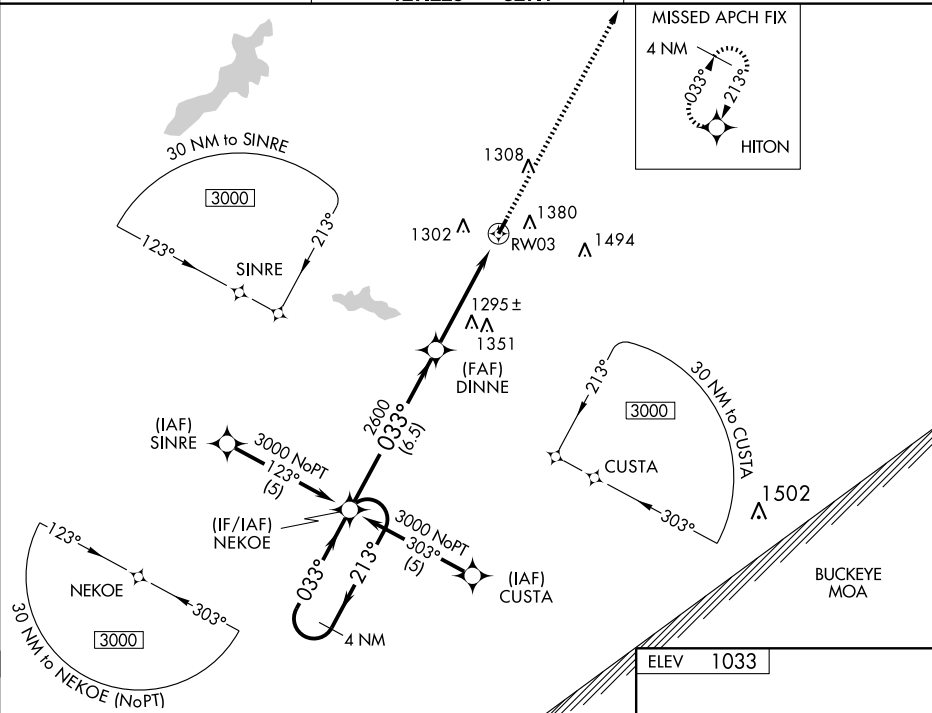
▼ If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
▲ NA Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HITON and hold.

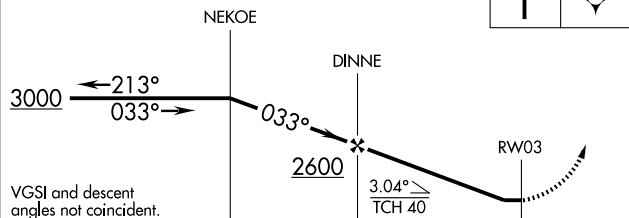
AWOS-3
124.175

DAYTON APP CON
118.85 126.5
127.225 327.1

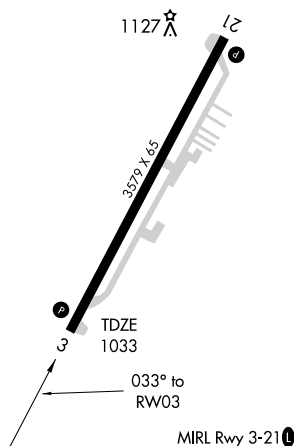
UNICOM
123.0 (CTAF) 0



4 NM
Holding Pattern



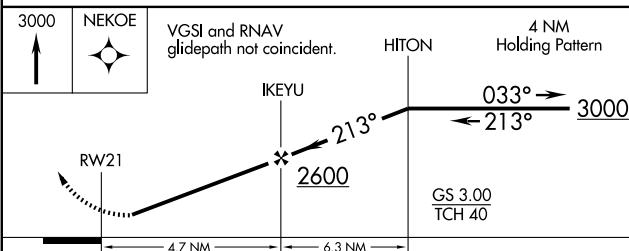
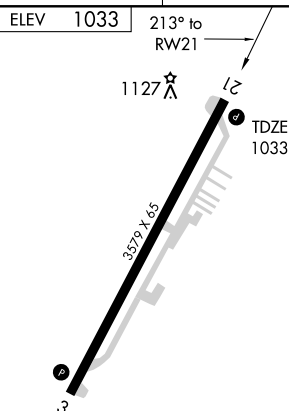
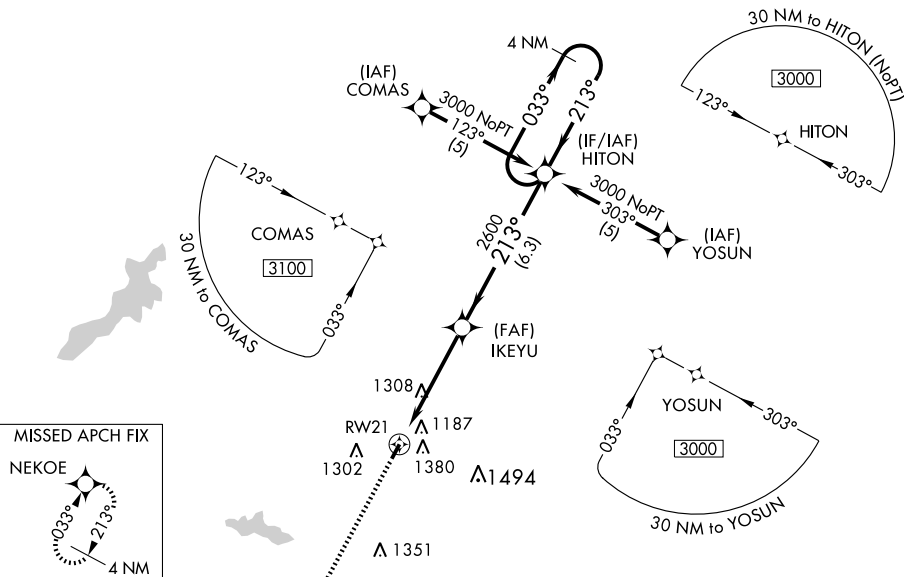
CATEGORY	A	B	C	D
RNAV MDA	1600-1	567 (600-1)	1600-1½ 567 (600-1½)	NA
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA



WAAS
CH **99608**
W21AAPP CRS
213°Rwy ldg **3579**
TDZE **1033**
Apt Elev **1033****RNAV (GPS) RWY 21**
WILMINGTON/CLINTON FIELD (I66)


Baro-VNAV NA when using Wilmington/Airborne Airpark altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all DA/MDA 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NEKOE and hold.

AWOS-3
124.175DAYTON APP CON
118.85 126.5
127.225 327.1UNICOM
123.0 (CTAF) 0

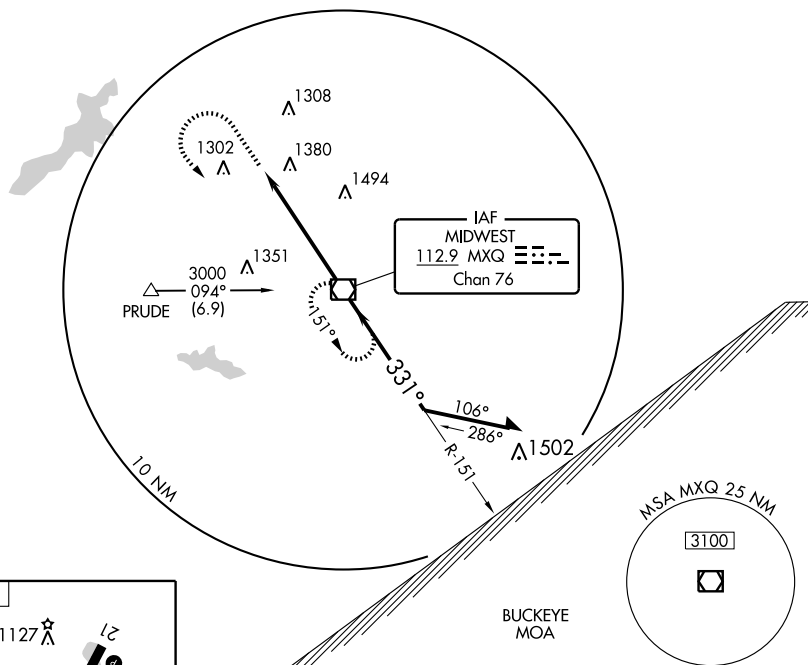
CATEGORY	A	B	C	D
LPV DA	1491-1 ¾	458 (500-1 ¾)		NA
LNAV/VNAV DA	1589-2	556 (600-2)		NA
LNAV MDA	1640-1 607 (700-1)	1640-1 ¾ 607 (700-1 ¾)		NA
CIRCLING	1740-1 707 (800-1)	1740-2 707 (800-2)		NA

MIRL Rwy 3-21 0

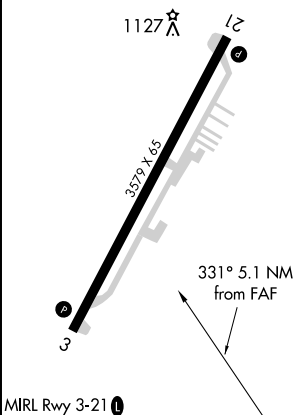
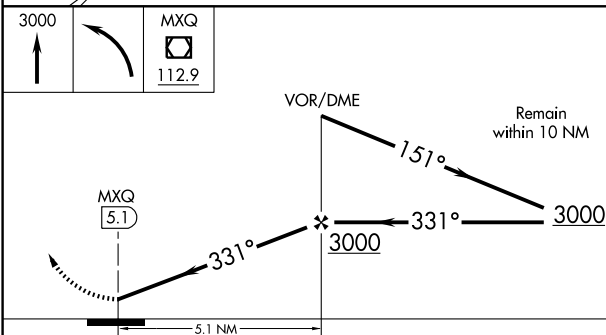
 NA	If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climb to 3000 then left turn direct MXQ VOR/DME and hold.
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AWOS-3
124.175

DAYTON APP CON	
118.85	126.5
127.225	327.1

UNICOM
123.0 (CTAF) **L**

ELEV 1033

MIRL Rwy 3-21 **L**

FAF to MAP 5.1 NM							CATEGORY	A	B	C	D
Knots	60	90	120	150	180		CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA
Min:Sec	5:06	3:24	2:33	2:02	1:42						

WILLOUGHBY LOST NATION MUNI (LNN) 3 N UTC-5(-4DT) N41°41.04' W81°23.39'

DETROIT

626 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CLE

H-10G, L-30G

RWY 05-23: H5028X100 (ASPH) S-68, D-80, 2D-124 MIRL

IAP

RWY 05: REIL. PAPI(P4R). Thld dspcd 428'. Pole. RWY 23: REIL. PAPI(P4L). Trees.

RWY 10-28: H4272X100 (ASPH) S-68, D-80, 2D-124 MIRL

RWY 10: REIL. PAPI(P2L). Trees. RWY 28: REIL. PAPI(P2L). Thld dspcd 1124'. Poles.

AIRPORT REMARKS: Attended 1200-0200Z†. For arpt attendance or fuel svcs after hrs call 440-942-7092 from 0400-1100Z† for prior arrangements. Multiple practice ldg and tkf prohibited Mon-Fri 0400-1300Z†; Sat-Sun and holidays 0400-1400Z†. Deer and Birds on and invof arpt. Rwy 05 REIL OTS indef. Rwy 23 PAPI OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05-23 and Rwy 10-28; REIL Rwy 05; Rwy 23; Rwy 10 and Rwy 28; and PAPI Rwy 05; Rwy 23; Rwy 10 and Rwy 28—CTAF. Ldg fee for all commercial acft by weight; multi-engine and larger.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ CLEVELAND APP/DEP CON 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02' W81°09.79' 320° 14.3 NM to fld. 1310/5W.

LAKELAND NDB (MHW) 263 LQL N41°40.94' W81°22.74' at fld. NDB unmonitored.

COMM/NAV/WEATHER REMARKS: UNICOM freq unmonitored May-Sep (0300-1200Z†); Oct-Apr (0200-1200Z†). For IFR clearance ctc Cleveland apch control at 216-898-2040.

WILMINGTON

AIRBORNE AIRPARK (ILN) 2 SE UTC-5(-4DT) N39°25.68' W83°47.53'

CINCINNATI

1077 B S4 FUEL JET A OX 1, 2 Class IV, ARFF Index A NOTAM FILE ILN

H-10G, L-27E

RWY 04L-22R: H10701X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-390, 2D/2D2-750 HIRL CL

IAP

RWY 04L: MALSR. PAPI(P4L)—GA 3.0° TCH 62'.

RWY 22R: ALSF-2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'.

0.4% down.

RWY 04R-22L: H9000X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-390, 2D/2D2-750 HIRL CL

RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. 0.3% up.

RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. 0.4% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA-10701 TODA-10701 ASDA-10701 LDA-10701

RWY 04R: TORA-9000 TODA-9000 ASDA-9000 LDA-9000

RWY 22L: TORA-9000 TODA-9000 ASDA-9000 LDA-9000

RWY 22R: TORA-10701 TODA-10701 ASDA-10701 LDA-10701

AIRPORT REMARKS: Attended continuously. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 937-382-5591. Rwy 04L-22R has 1000' paved area on SW end and 200' paved area on NE end. Rwy 04R-22L has 200' paved area on each end. Twy C clsd SR-SS. For HIRL Rwy 04L-22R and Rwy 04R-22L when twr clsd contact ops on 119.47. Rwy 04R touchdown, midpoint and rollout RVR avbl. Rwy 22L touchdown, midpoint and rollout RVR avbl. Four hrs PPR for all transient acft call arpt manager 937-382-5591 extension 2960 during operating hrs. After hrs call flight control 937-302-5591 extension 2450. Ldg fee. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (937) 383-7334.

COMMUNICATIONS: CTAF 119.475 ATIS 124.925

Ⓡ DAYTON APP/DEP CON 126.5 (091°-180°) 118.85 127.225

WILMINGTON TOWER 119.475, 125.6 (04R-22L in instrument meteorological conditions) Mon 1200-Sat 2300Z†, Sun 1100-2300Z†.

GND CON 121.6 CLNC DEL 125.6

AIRSPACE: CLASS D svc Mon 1200Z†-Sat 2300Z†, Sun 1100-2300Z†; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.

MIDWEST (T) VOR/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' at fld. 1050/4W.

Unmonitored when twr clsd.

AIRBO NDB (MHW/LOM) 407 IL N39°29.58' W83°44.29' 217° 4.6 NM to fld.

Unmonitored Sat-Sun 2300-1100Z† and Sun 2300 til Mon 1200Z†.

CUBLA NDB (MHW/LOM) 299 HW N39°21.21' W83°52.55' 045° 5.9 NM to fld.

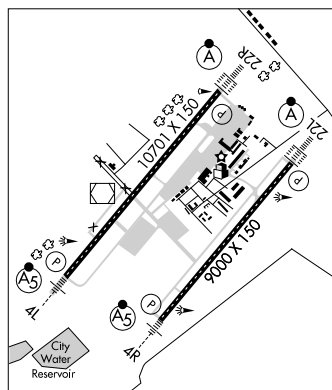
ILS 110.7 I-HWM Rwy 04L. LOM CUBLA NDB. Unmonitored when twr clsd. LOC unusable byd 15° left or right of course.

ILS/DME 109.35 I-IYV Chan 30(Y) Rwy 04R. Class IT. Unmonitored when twr clsd.

ILS 110.7 I-ILN Rwy 22R. Class III. LOM AIRBO NDB. Unmonitored when twr clsd.

ILS/DME 109.35 I-RHX Chan 30(Y) Rwy 22L. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.



LOC I-HWM 110.7	APP CRS 041°	Rwy Idg TDZE Apt Elev	10701 1057 1077
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ILS or LOC RWY 4L

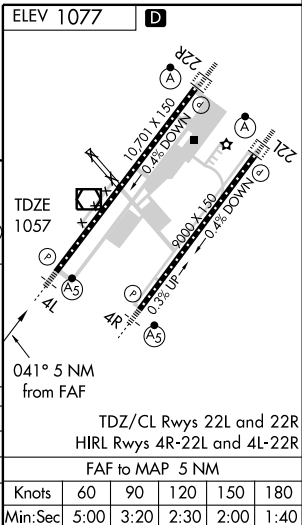
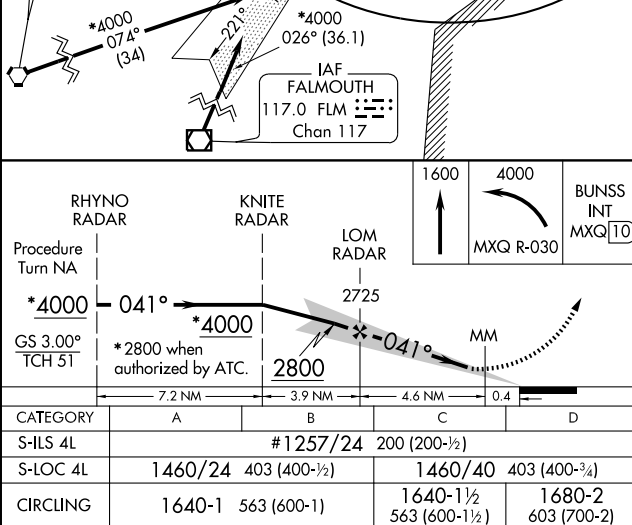
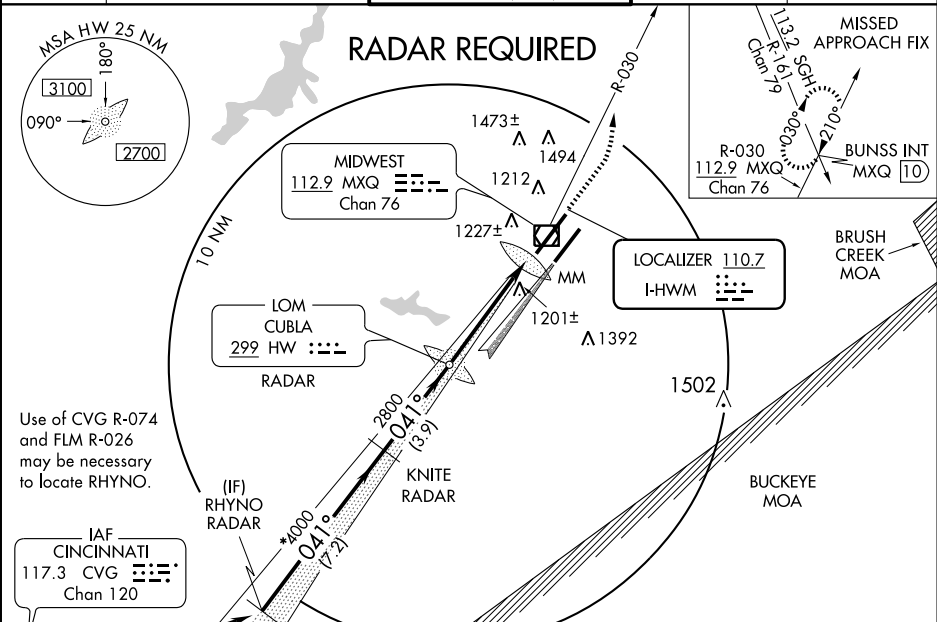
WILMINGTON/ AIRBORNE AIRPARK (ILN)

⚠ Simultaneous approach authorized with Rwy 4R. #RVR 1800 authorized with use of FD or AP or HUD to DA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet, increase S-LOC 4L Cat C/D visibility to RVR 5000. For inoperative MALSIR when using James M. Cox Dayton Intl altimeter setting increase S-ILS 4L all Cats visibility to RVR 5000. Radar required.



MISSED APPROACH:
Climb to 1600 then climbing left turn to 4000 via MXQ VOR/DME R-030 to BUNSS INT/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER * 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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LOC/DME I-YV 109.35 Chan 30 (Y)	APP CRS 041°	Rwy Idg 9000 TDZE 1046 Apt Elev 1077
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ILS or LOC RWY 4R

WILMINGTON/AIRBORNE AIRPARK (ILN)

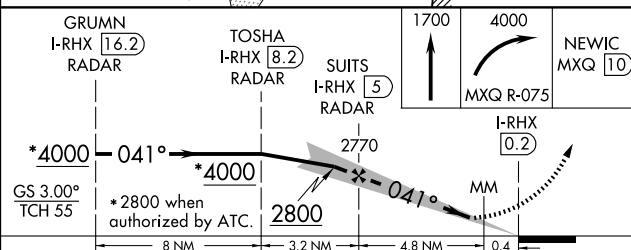
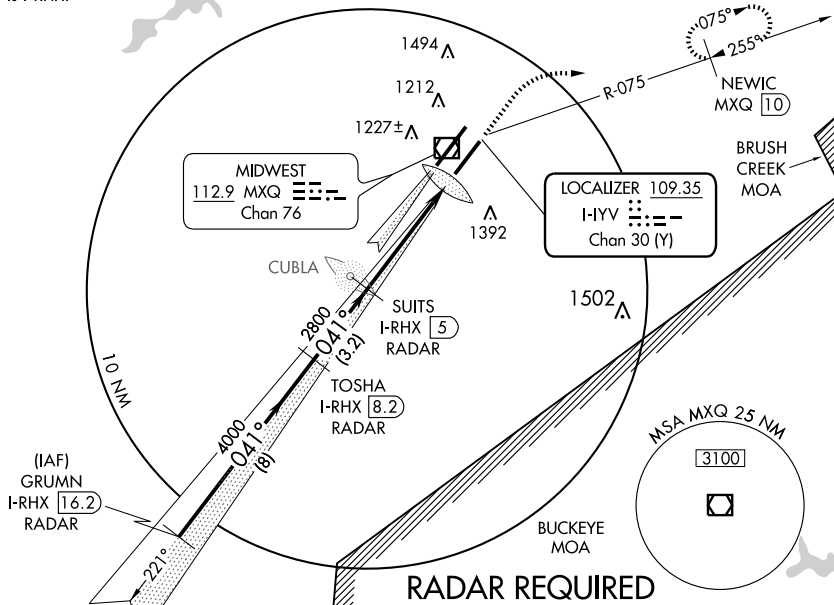
T Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultaneous approach authorized with Rwy 4L. **A** **RVR 1800 authorized with the use of FD or AP or HUD to DA.



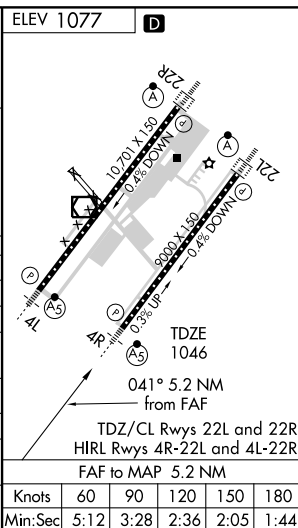
MISSED APPROACH: Climb to 1700, then climbing right turn to 4000 via MXQ R-075 to NEWIC/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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DME Ident is I-RHX.



CATEGORY	A	B	C	D
S-ILS 4R	** 1246/24 200 (200-½)			
S-LOC 4R	1460/24	414 (400-½)	1460/40	414 (400-¾)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 4R	1336-½ 290 (300-½)			
S-LOC 4R	1560-½	514 (500-½)	1560-1 514 (500-1)	1560-1¼ 514 (500-1¼)
CIRCLING	1740-1	663 (700-1)	1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)



LOC I-ILN	APP CRS	Rwy Idg	10701
<u>110.7</u>	221°	TDZE	1077
		Apt Elev	1077

ILS or LOC RWY 22R

WILMINGTON/AIRBORNE AIRPARK (ILN)

T Simultaneous approaches authorized with ILS RWY 22L.
DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

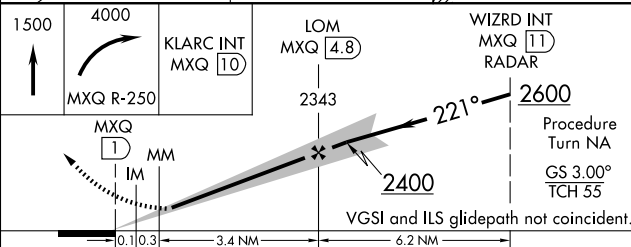
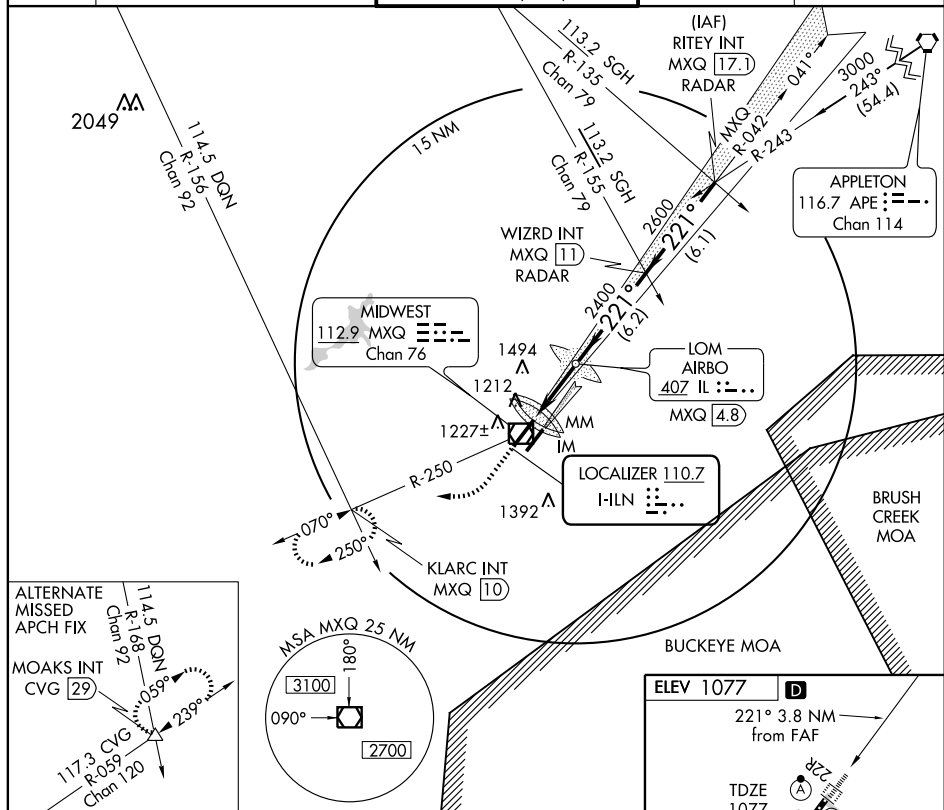
ATIS
124.925

DAYTON APP CON
126.5 327.1

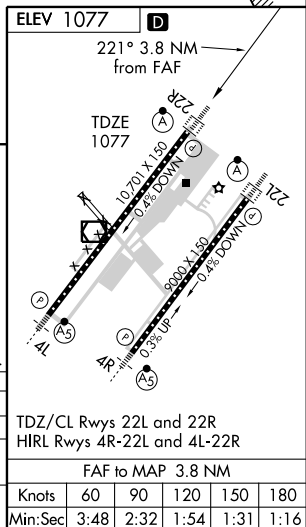
WILMINGTON TOWER ★
119.475 (CTAF)

GND CON
121.6

CLNC DEL
125.6



CATEGORY	A	B	C	D
S-ILS 22R	1277/18		200 (200-½)	
S-LOC 22R	1400/24	323 (400-½)		1400/40 323 (400-¾)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1640-2 563 (600-2)



WILMINGTON, OHIO

Amdt 5 10154

WILMINGTON/AIRBORNE AIRPARK (ILN)

39°26'N - 83°48'W

ILS or LOC RWY 22R

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RHX
109.35
Chan **30** (Y)

APP CRS
221°

Rwy Idg **9000**
TDZE **1077**
Apt Elev **1077**

ILS RWY 22L (CAT II)

WILMINGTON/AIRBORNE AIRPARK (ILN)

- ▼ Obtain approach lights and rwy lights on CTAF.
▲ Simultaneous approaches authorized with Rwy 22R.

ALS F2



MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLY/MXQ 10 DME and hold.

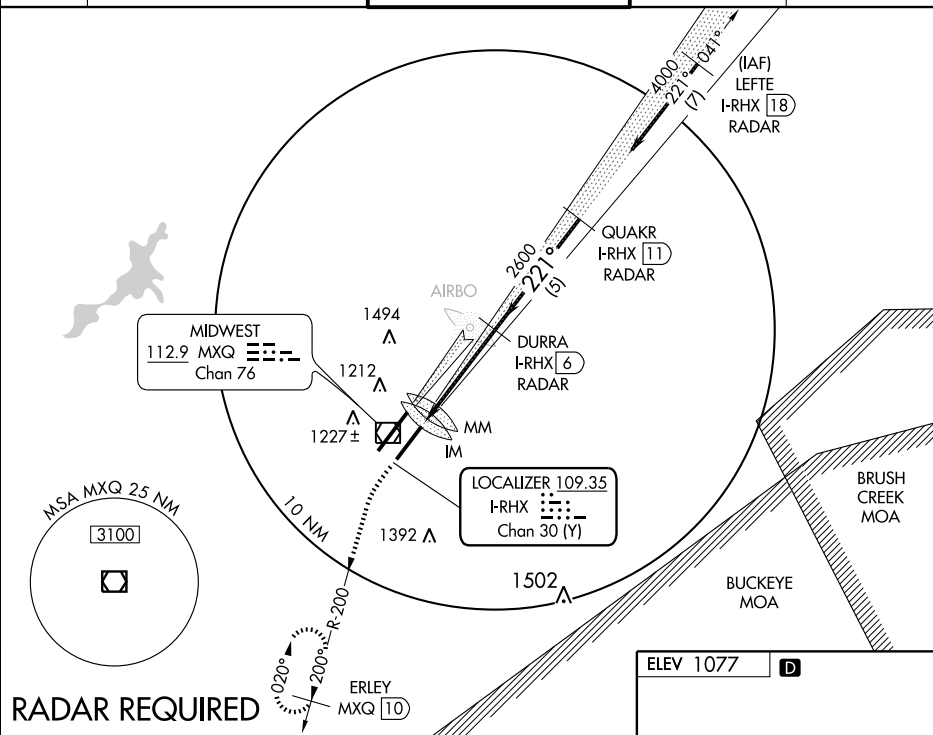
ATIS
124.925

DAYTON APP CON
126.5 327.1

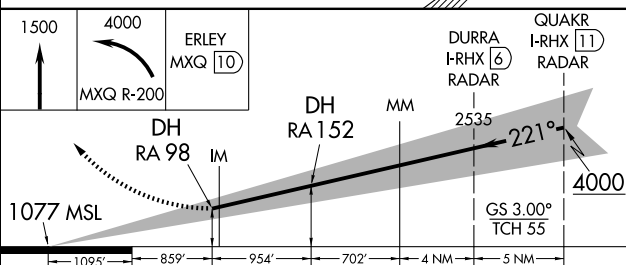
WILMINGTON TOWER ★
119.475 (CTAF)

GND CON
121.6

CLNC DEL
125.6



RADAR REQUIRED

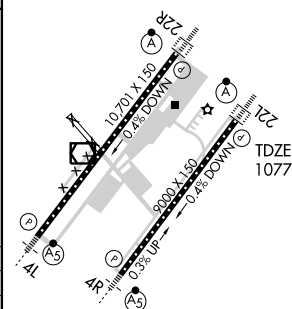


CATEGORY	A	B	C	D
S-ILS 22L	RA 152/16	150	DA 1227	
S-ILS 22L	RA 98/12	100	DA 1177	

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

ELEV 1077

D



TDZ/CL Rwy 22L and 22R
HIRL Rwy 4R-22L and 4L-22R

LOC/DME I-RHX
109.35
Chan **30** (Y)

APP CRS
221°

Rwy Idg **9000**
TDZE **1077**
Apt Elev **1077**

ILS RWY 22L

WILMINGTON/AIRBORNE AIRPARK (ILN)



Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting.
Obtain approach lights and rwy lights on CTAF.
Simultaneous approaches authorized with Rwy 22R.

ALSF2



MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

ATIS
124.925

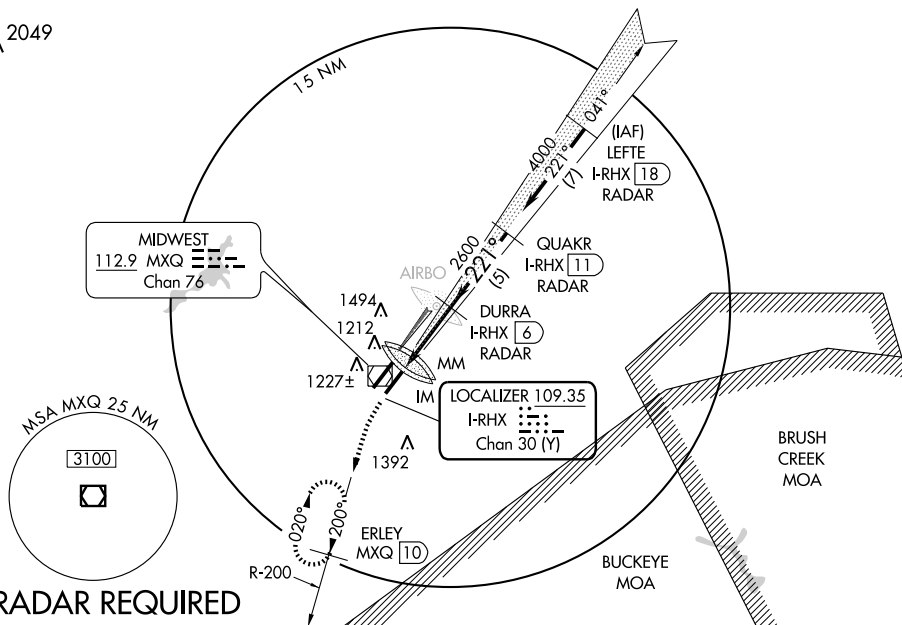
DAYTON APP CON
126.5 327.1

WILMINGTON TOWER ★
119.475 (CTAF)

GND CON
121.6

CLNC DEL
125.6

2049



ELEV 1077

D

221° 4.4 NM from FAF

1500	4000	ERLEY MXQ 10	DURRA I-RHX 6 RADAR	QUAKR I-RHX 11 RADAR
MXQ R-200			2535	4000
I-RHX 1.7			2600*	4000
IM				GS 3.00° TCH 55
0.1	0.3	4 NM	5 NM	
CATEGORY	A	B	C	D
S-ILS 22L	1277/18 200 (200-½)			
S-LOC 22L	1460/24 383 (400-½)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 22L	1367-½ 290 (300-½)			
S-LOC 22L	1540-½ 463 (500-½)		1540-¾ 463 (500-¾)	1540-1 463 (500-1)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-¼)	1780-2¼ 703 (800-¼)

TDZ/CL Rws 22L and 22R
HIRL Rws 4R-22L and 4L-22R

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

WILMINGTON, OHIO

Orig-A 10154

WILMINGTON/AIRBORNE AIRPARK (ILN)

39°26'N - 83°48'W

ILS RWY 22L

LOC I-ILN 110.7	APP CRS 221°	Rwy Idg 10701
TDZE 1077		
Apt Elev 1077		

ILS RWY 22R (CAT II)

WILMINGTON/AIRBORNE AIRPARK (ILN)

Simultaneous approaches authorized with ILS RWY 22L.
DME from MXQ VOR/DME

ALSF-2



MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

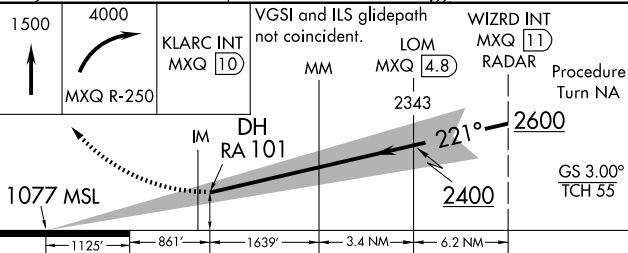
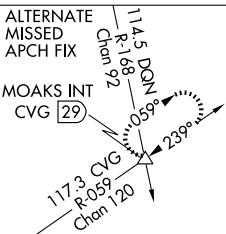
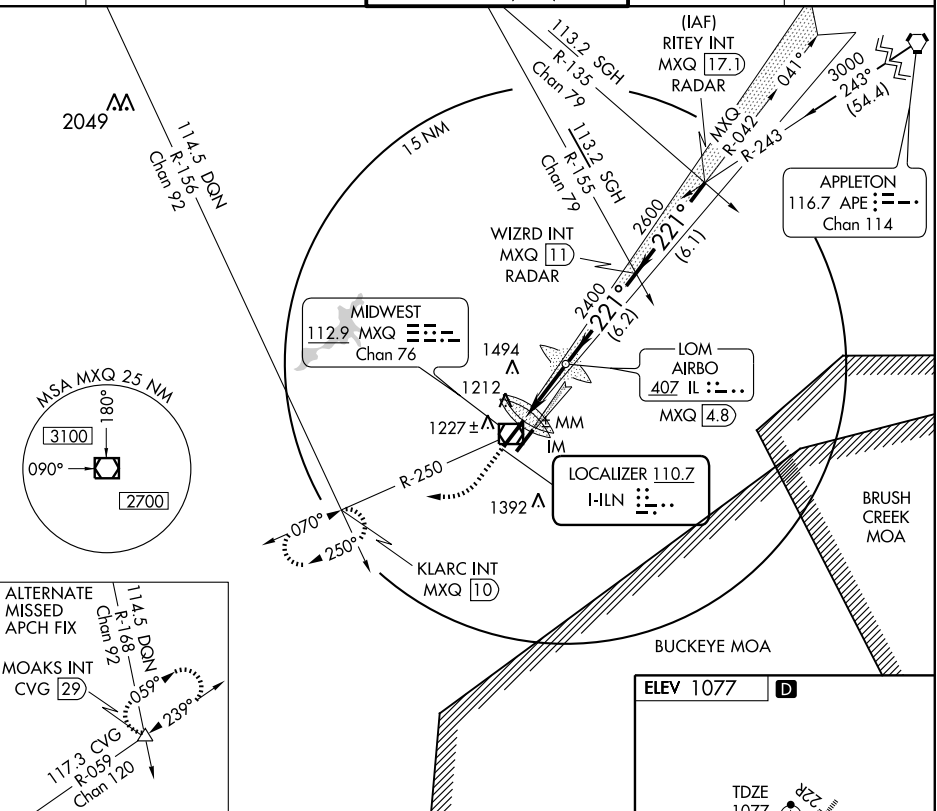
ATIS
124.925

DAYTON APP CON
126.5 327.1

WILMINGTON TOWER ★
119.475 (CTAF)

GND CON
121.6

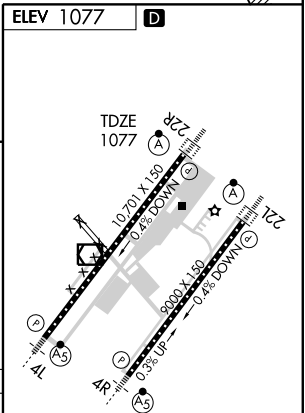
CLNC DEL
125.6



CATEGORY	A	B	C	D
S-ILS 22R				

RA 101/12 100 DA 1177

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

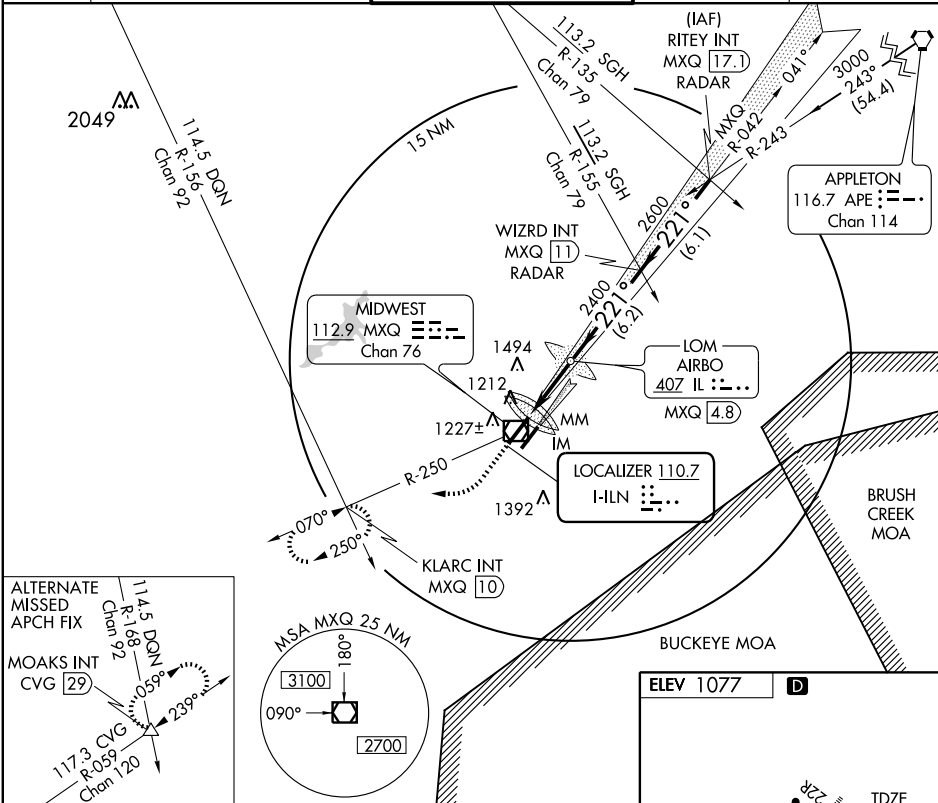


TDZ/CL Rwy 22L and 22R
HRL Rwy 4R-22L and 4L-22R

LOC I-ILN <u>110.7</u>	APP CRS 221°	Rwy Idg 10701 TDZE 1077 Apt Elev 1077
----------------------------------	------------------------	--

ILS RWY 22R (CAT III)
WILMINGTON/AIRBORNE AIRPARK (ILN)

<div><div>V</div><div>Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME</div></div>			<div><div>ALSF-2</div><div><div><div>A</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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1500 4000 KLARC INT MXQ 10 MXQ R-250

VGS1 and ILS glidepath not coincident. LOM MXQ 4.8 WIZRD INT MXQ 11 RADAR

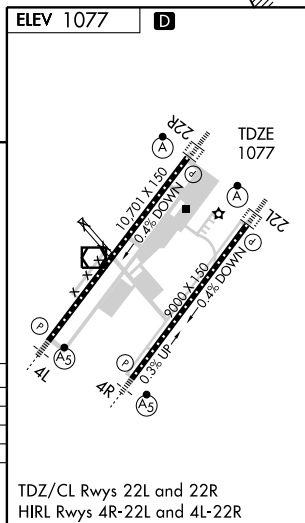
MM 1263 2343 221° 2600 Procedure Turn NA GS 3.00° TCH 55

1077 MSL 1175

1125' 833' 1667' 3.4 NM 6.2 NM

CATEGORY	A	B	C	D
S-ILS 22R		CAT IIIa	RVR 07	
S-ILS 22R		CAT IIIb	RVR 06	
S-ILS 22R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



NDB RWY 4L

WILMINGTON/ AIRBORNE AIRPARK (ILN)

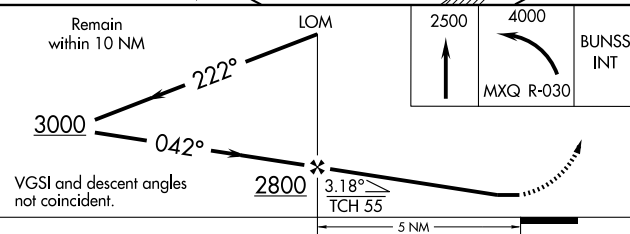
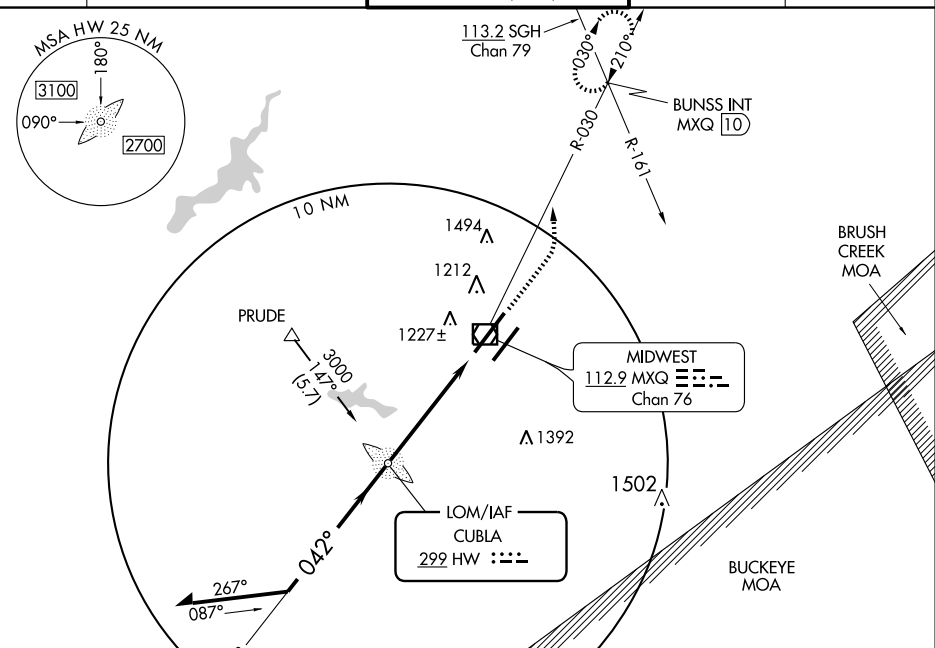
LOM HW 299	APP CRS 042°	Rwy Idg TDZE Apt Elev	10701 1057 1077
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NA Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting.
Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

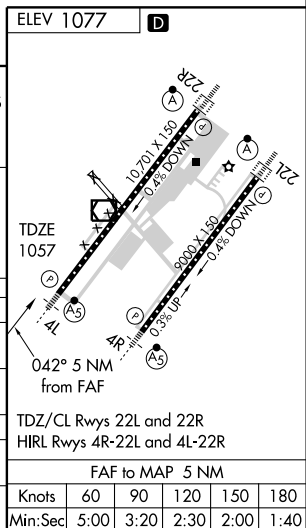


MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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CATEGORY	A	B	C	D
S-4L	1520/40	463 (500-¾)		1520/60 463 (500-1¼)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1600-¾	543 (600-¾)	1600-1 543 (600-1)	1600-1½ 543 (600-1½)
CIRCLING	1740-1	663 (700-1)	1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)



LOM IL 407	APP CRS 221°	Rwy Idg TDZE 10701 Apt Elev 1077
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NDB RWY 22R

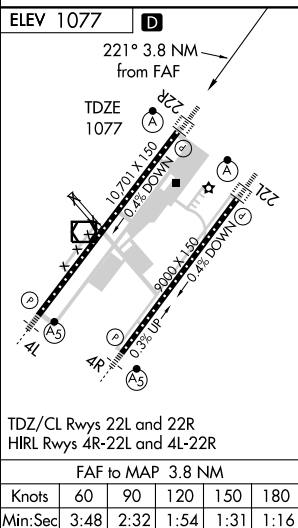
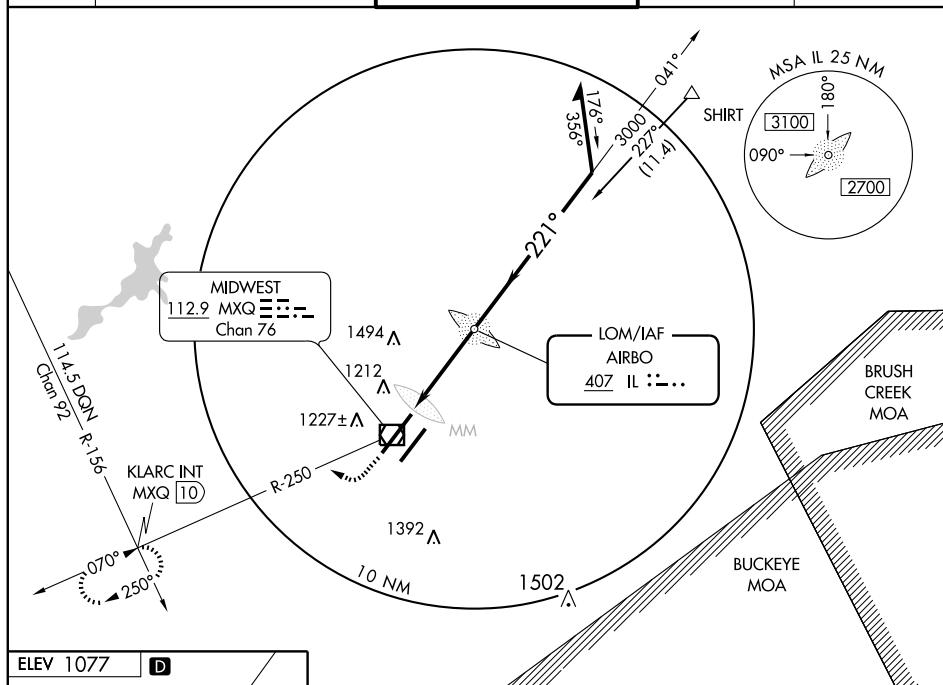
WILMINGTON/AIRBORNE AIRPARK (ILN)

▼ Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALS Rwy 4L and ALSF-2 Rwy 22R on CTAF.



MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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TDZ/CL Rws 22L and 22R
HIRL Rws 4R-22L and 4L-22R

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

WILMINGTON, OHIO

Amdt 7D 10154

WILMINGTON/AIRBORNE AIRPARK (ILN)

39°26'N - 83°48'W

NDB RWY 22R

WAAS CH 62914 W04A	APP CRS 041°	Rwy Idg 10701 TDZE 1057 Apt Elev 1077
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RNAV (GPS) RWY 4L

WILMINGTON/ AIRBORNE AIRPARK (ILN)

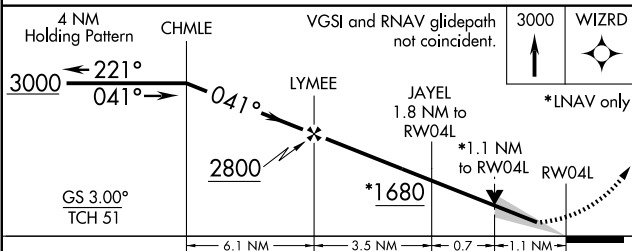
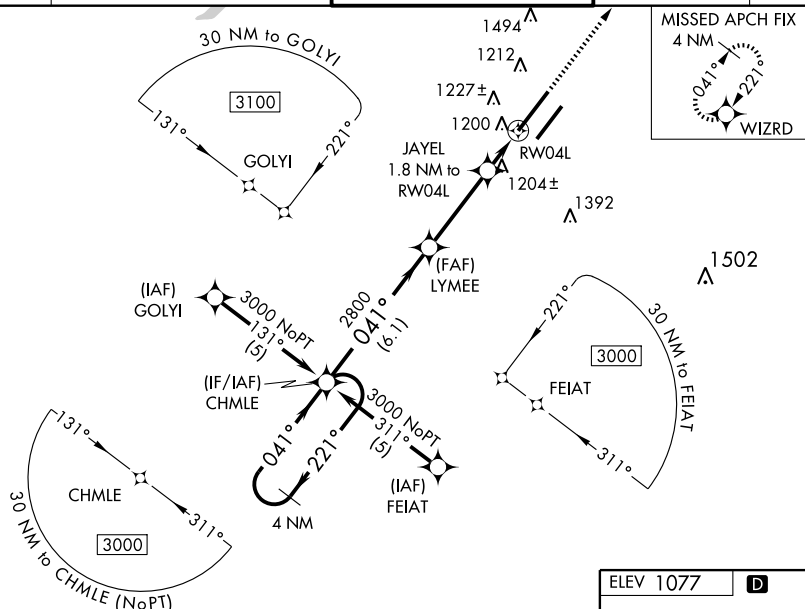
T For inoperative MALS/R when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For inoperative MALS/R, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

MALSR

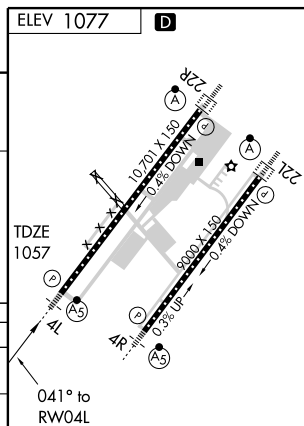


MISSED APPROACH:
Climb to 3000 direct
WIZRD and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
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CATEGORY	A	B	C	D
LPV DA	1257/24 200 (200-½)			
LNAV/ VNAV DA	1505/50 448 (500-1)			
LNAV MDA	1460/24 403 (400-½)		1460/40 403 (400-¾)	1460/50 403 (400-1)
CIRCLING	1640-1 563 (600-1)	1640-1½ 563 (600-1½)		1680-2 603 (700-2)



TDZ/CL Rwy 22L and 22R
HRL Rwy 4R-22L and 4L-22R

WILMINGTON, OHIO

Orig 10154

WILMINGTON/ AIRBORNE AIRPARK (ILN)

39°26'N - 83°48'W

RNAV (GPS) RWY 4L

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

VOR/DME MXQ 112.9 Chan 76	APP CRS 225°	Rwy Idg 10701 TDZE 1077 Apt Elev 1077
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VOR/DME RWY 22R

WILMINGTON/AIRBORNE AIRPARK (ILN)

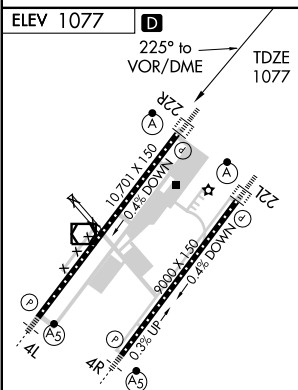
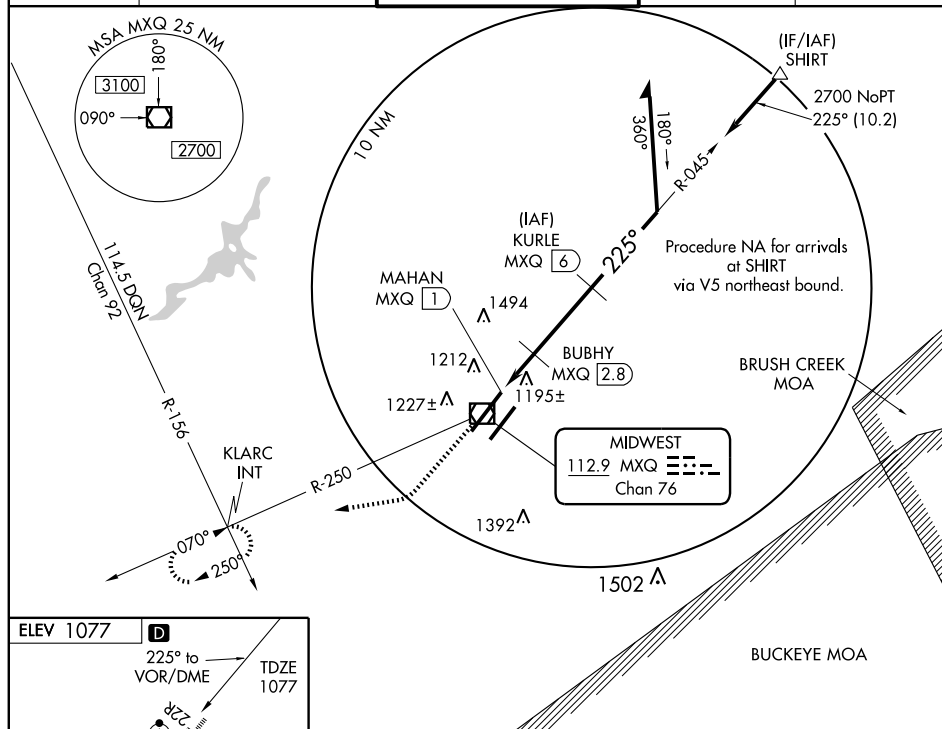
- A** When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-22R Cat C and Circling Cat C/D visibility ¼ mile. VDP NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2



MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ VOR/DME R-250 to KLARC INT and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



TDZ/CL Rwy's 22L and 22R
HIRL Rwy's 4R-22L and 4L-22R

2500
↑
MXQ R-250

4000
↘
KLARC
INT

VGSI and descent
angles not coincident.

KURLE
MXQ 6

Remain
within 10 NM

MAHAN
MXQ 1

BUBHY
MXQ 2.8

045°

225°

3000

2700

≤ 2.98°
TCH 55

1680

1 NM 0.8 3.2 NM

CATEGORY	A	B	C	D
S-22R	1460/24 383 (400-1/2)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)	1640-1 1/2 563 (600-1 1/2)	1680-2 603 (700-2)	

WILMINGTON, OHIO

Amdt 5 10154

WILMINGTON/ AIRBORNE AIRPARK (ILN)

VOR/DME RWY 22R

39°26'N - 83°48'W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

VOR/DME MXQ 112.9 Chan 76	APP CRS 039°	Rwy Idg 10701 TDZE 1057 Apt Elev 1077
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VOR or GPS RWY 4L

WILMINGTON/AIRBORNE AIRPARK (ILN)

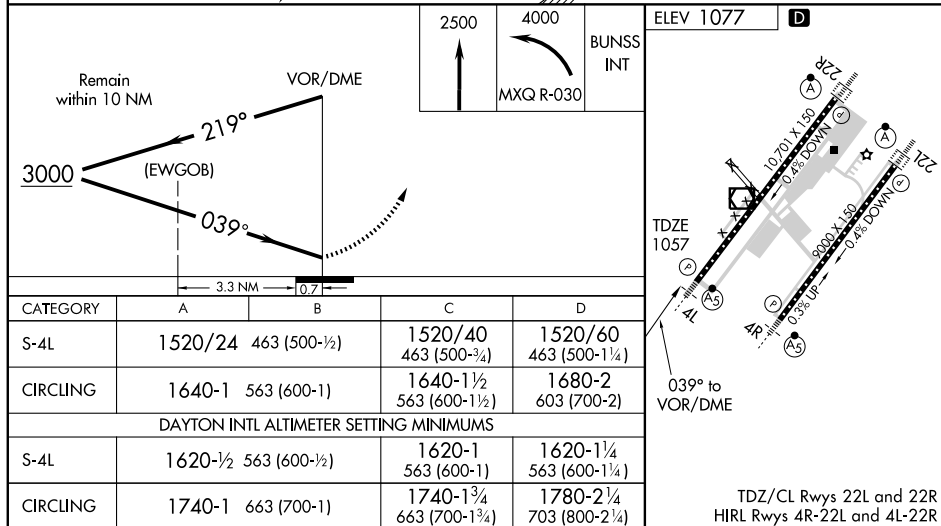
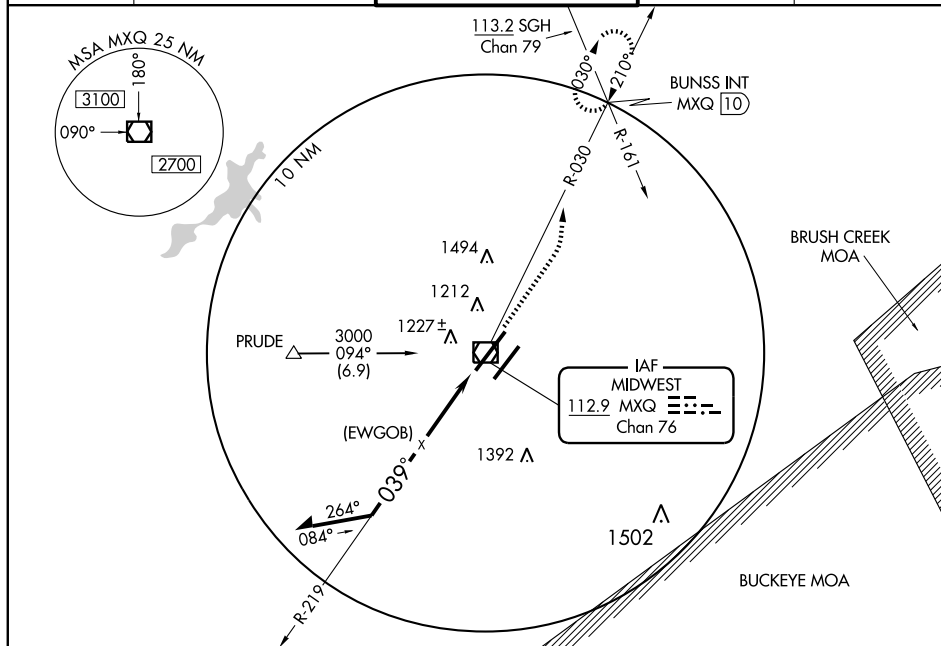


Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.



MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/MXQ 10 DME and hold.

ATIS 124.925	DAYTON APP CON 126.5 327.1	WILMINGTON TOWER ★ 119.475 (CTAF)	GND CON 121.6	CLNC DEL 125.6
------------------------	--------------------------------------	---	-------------------------	--------------------------



VOR/DME MXQ 112.9 Chan 76	APP CRS 225°	Rwy Idg TDZE 1077 Apt Elev 1077
---	------------------------	---

VOR RWY 22R

WILMINGTON/AIRBORNE AIRPARK (ILN)

⚠ Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

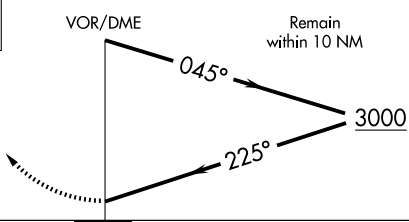
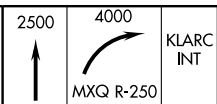
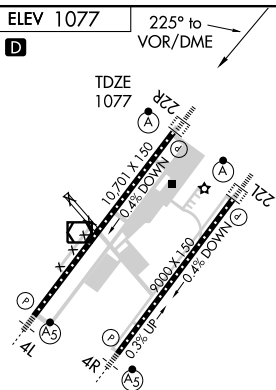
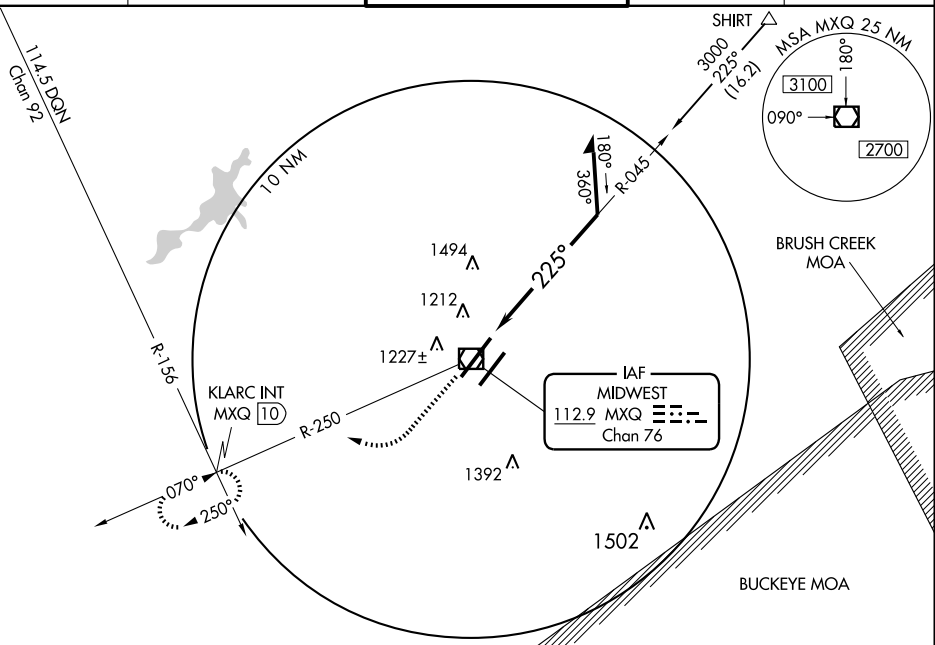
ATIS
124.925

DAYTON APP CON
126.5 327.1

WILMINGTON TOWER ★
119.475 (CTAF)

GND CON
121.6

CLNC DEL
125.6



CATEGORY	A	B	C	D
S-22R	1640/24 563 (600-½)		1640/50 563 (600-1)	1640/60 563 (600-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1740-½ 663 (700-½)		1740-1¼ 663 (700-1¼)	1740-1½ 663 (700-1½)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rws 22L and 22R
HIRL Rws 4R-22L and 4L-22R

WILMINGTON, OHIO

Amdt 4C 10154

WILMINGTON/AIRBORNE AIRPARK (ILN)

39°26'N - 83°48'W

VOR RWY 22R

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010

CLINTON FLD (I66) 4 NW UTC-5(-4DT) N39°30.15' W83°51.80'

CINCINNATI

1033 B S4 FUEL 100LL, JET A NOTAM FILE DAY

L-27E

RWY 03-21: H3579X65 (ASPH) S-12.5 MIRL 0.3% up NE

IAP

RWY 03: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

RWY 21: PAPI(P2L)—GA 3.75° TCH 20'. Trees.

AIRPORT REMARKS: Attended May-Sep 1300-0100Z†, Oct-Apr 1300-2200Z†. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937-725-2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (937) 382-1376.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ DAYTON APP/DEP CON 126.5 (091°-180°) 118.85 127.225

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

MIDWEST (T) VOR/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC-5(-4DT) N39°26.25' W83°42.50'

CINCINNATI

1090 NOTAM FILE DAY

RWY 05-23: 3203X80 (TURF)

RWY 05: Thld dsplcd 92'. Crops.

RWY 23: Thld dsplcd 565'. P-Line.

RWY 13-31: 2670X80 (TURF)

RWY 13: Thld dsplcd 250'. Fence.

RWY 31: Thld dsplcd 732'. Fence.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 13-31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep-Apr. Model acft radio-control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov-Apr. Rwy 05-23 dspld thlds marked with white tires. Rwy 13-31 dsplcd thlds marked with white tires.

COMMUNICATIONS: CTAF 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC-5(-4DT) N39°46.74' W81°06.17'

CINCINNATI

1197 B S4 FUEL 80, 100LL NOTAM FILE CLE

L-29B

RWY 07-25: H3805X75 (ASPH) S-18 MIRL

IAP

RWY 07: Thld dsplcd 173'. Trees.

RWY 25: REIL. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel call 740-472-1882.

ACTIVATE MIRL Rwy 07-25; rotating bcn and REIL Rwy 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

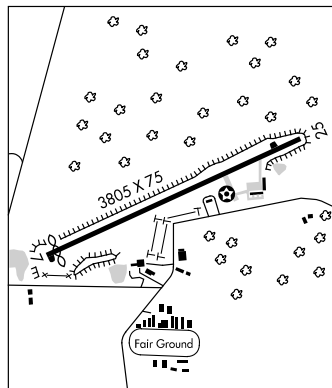
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02'

W80°49.04' 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC-5(-4DT) N40°52.49' W81°53.30'

DETROIT

1136 B S4 FUEL 100LL, JET A1+ OX 4 NOTAM FILE BJJ

H-10G, L-29B

RWY 10-28: H5191X100 (ASPH) S-30 HIRL 0.5% up E

IAP

RWY 10: REIL. Trees.

RWY 28: REIL. VASI(V4R)—GA 3.0° TCH 33'. Thld dsplcd 218'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1200-0000Z†, Sat-Sun 1400-2300Z†, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10-28 preset low ints dusk-dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 118.075 (330) 669-9105.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z†) CLNC DEL 121.75

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44' W81°25.93' 295° 22.3 NM to fld. 1230/4W.

VOR/DME AIR 117.1 Chan 118	APP CRS 229°	Rwy Idg TDZE 1195 Apt Elev 1195
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VOR/DME or GPS RWY 25

WOODSFIELD/MONROE COUNTY (4G5)



Use Parkersburg, WV altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn
via AIR R-229 to HOUSR/14 DME and hold.

CLEVELAND CENTER
120.4 257.975

UNICOM
122.8 (CTAF) 0

△ 2349

IAF
BELLAIRE
117.1 AIR 118
Chan 118

R-049

3000
229°
(14)

HOUSR
AIR 14

RW25
1380

△ 1590

10 NM

MSA AIR 25 NM

3400

ELEV 1195

Rwy 7 Idg 3632'

229° 5.1 NM
from FAF

TDZE
1195

REIL Rwy 25 0
MRL Rwy 7-25 0

Knots	60	90	120	150	180
Min:Sec					

3000

↑

AIR R-229

117.1

HOUSR

AIR 14

HOUSR

AIR 14

VOR/DME

3000

Procedure

Turn NA

RW25

AIR 19.1

229°

3000

5.1 NM

14 NM

CATEGORY	A	B	C	D
S-25	1820-1	625 (700-1)	1820-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1	685 (700-1)	1880-2 685 (700-2)	NA

CLINTON FLD (I66) 4 NW UTC-5(-4DT) N39°30.15' W83°51.80'

CINCINNATI

1033 B S4 FUEL 100LL, JET A NOTAM FILE DAY

L-27E

RWY 03-21: H3579X65 (ASPH) S-12.5 MIRL 0.3% up NE

IAP

RWY 03: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

RWY 21: PAPI(P2L)—GA 3.75° TCH 20'. Trees.

AIRPORT REMARKS: Attended May-Sep 1300-0100Z†, Oct-Apr 1300-2200Z†. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937-725-2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (937) 382-1376.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ DAYTON APP/DEP CON 126.5 (091°-180°) 118.85 127.225

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

MIDWEST (T) VOR/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC-5(-4DT) N39°26.25' W83°42.50'

CINCINNATI

1090 NOTAM FILE DAY

RWY 05-23: 3203X80 (TURF)

RWY 05: Thld dsplcd 92'. Crops.

RWY 23: Thld dsplcd 565'. P-Line.

RWY 13-31: 2670X80 (TURF)

RWY 13: Thld dsplcd 250'. Fence.

RWY 31: Thld dsplcd 732'. Fence.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 13-31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep-Apr. Model acft radio-control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov-Apr. Rwy 05-23 dspld thlds marked with white tires. Rwy 13-31 dsplcd thlds marked with white tires.

COMMUNICATIONS: CTAF 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC-5(-4DT) N39°46.74' W81°06.17'

CINCINNATI

1197 B S4 FUEL 80, 100LL NOTAM FILE CLE

L-29B

RWY 07-25: H3805X75 (ASPH) S-18 MIRL

IAP

RWY 07: Thld dsplcd 173'. Trees.

RWY 25: REIL. Trees.

AIRPORT REMARKS: Attended irregularly. For fuel call 740-472-1882.

ACTIVATE MIRL Rwy 07-25; rotating bcn and REIL Rwy 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

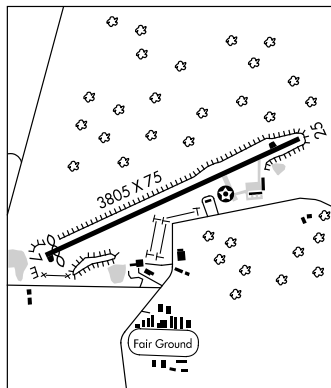
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.4

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02'

W80°49.04' 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC-5(-4DT) N40°52.49' W81°53.30'

DETROIT

1136 B S4 FUEL 100LL, JET A1+ OX 4 NOTAM FILE BJJ

H-10G, L-29B

RWY 10-28: H5191X100 (ASPH) S-30 HIRL 0.5% up E

IAP

RWY 10: REIL. Trees.

RWY 28: REIL. VASI(V4R)—GA 3.0° TCH 33'. Thld dsplcd 218'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1200-0000Z†, Sat-Sun 1400-2300Z†. Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10-28 preset low ints dusk-dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 118.075 (330) 669-9105.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ AKRON-CANTON APP/DEP CON 118.6 (1100-0500Z†) CLNC DEL 121.75

Ⓡ CLEVELAND CENTER APP/DEP CON 134.9 (0500-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44' W81°25.93' 295° 22.3 NM to fld. 1230/4W.

APP CRS	Rwy Idg	5191
097°	TDZE	1113
	Apt Elev	1136

RNAV (GPS) RWY 10

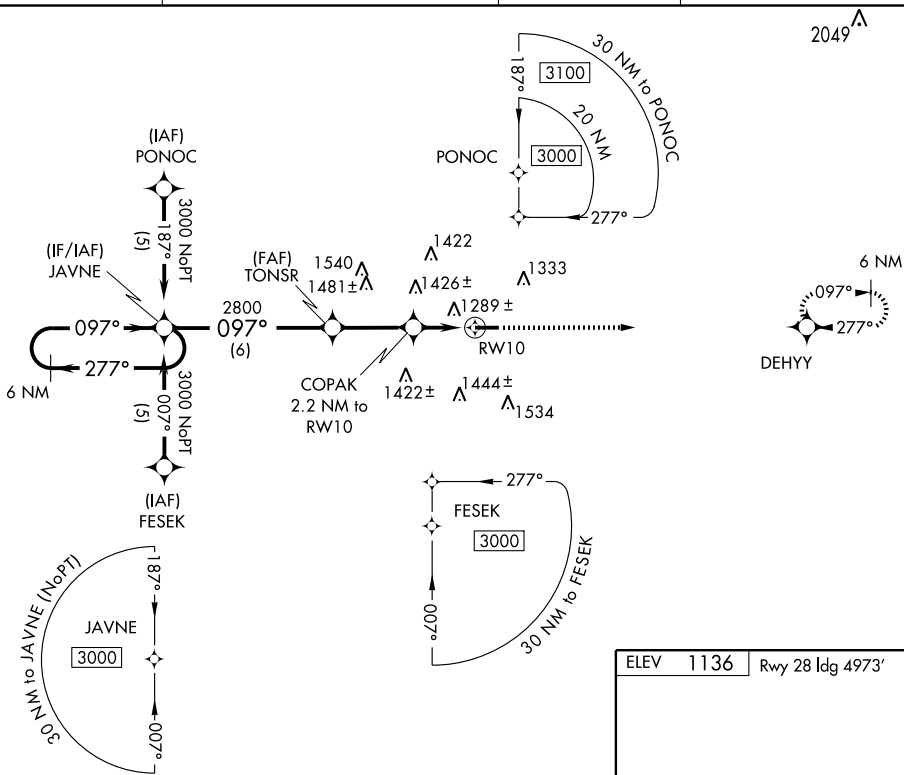
WOOSTER / WAYNE COUNTY (BJJ)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH:
Climb to 3000 direct
DEHYY and hold.

ASOS
118.075

AKRON-CANTON APP CON ★
118.6 323.0

CLNC DEL
121.75UNICOM
122.8 (CTAF) **L**6 NM
Holding Pattern

6 NM
Holding Pattern

JAVNE

3000 ← 277°
097° →

TONSR

300



097° to

Rwy 28 ldg 4973'

● ● ● ●

097°→

—

2800

COPAK

PAK

10

1

[illegible]

RW 10

CATEGORY	DESCRIPTION	DATE	AMOUNT	REMARKS
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99
100

A	B
---	---

	C	
--	---	--

D

CIRCLING

1600-1 464 (500-1)

1600-1½

1700-2

REIL Rwy 10 and 28 **L**
HIBL Rwy 10-28 **L**

WOOSTER, OHIO

Orig 17DEC09

40°52'N - 81°53'W

WOOSTER / WAYNE COUNTY (B,J,J)

RNAV (GPS) RWY 10

EC-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 82215 W28A	APP CRS 277°	Rwy Idg TDZE Apt Elev	4973 1134 1136
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RNAV (GPS) RWY 28

WOOSTER / WAYNE COUNTY (BJJ)

Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA and MDA 60 feet, increase LPV visibility all Cats ¼ mile, and increase LNAV Cat D visibility ¼ mile.

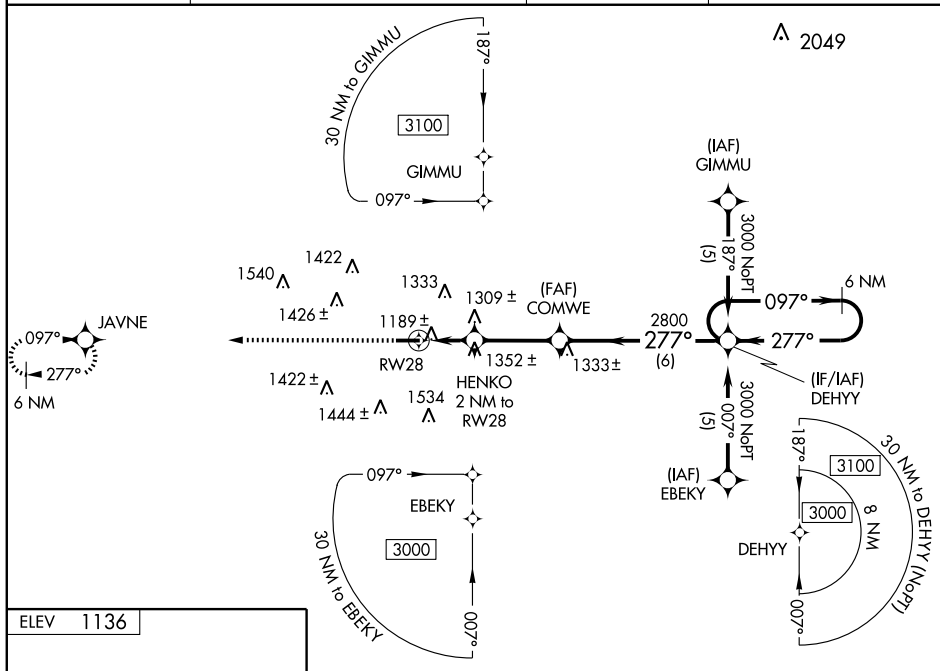
MISSED APPROACH:
Climb to 3000 direct JAVNE and hold.

ASOS
118.075

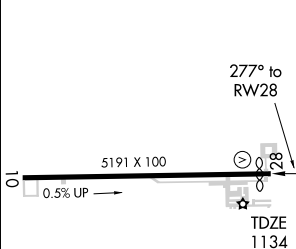
AKRON-CANTON APP CON ★
118.6 323.0

CLNC DEL
121.75

UNICOM
122.8 (CTAF) **1**

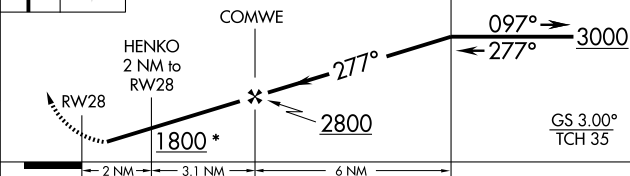


ELEV **1136**



3000 JAVNE

* LNAV Only.



CATEGORY	A	B	C	D
LPV DA	1398-1 264 (300-1)			
LNAV/VNAV DA	1452-1¼ 318 (400-1¼)			
LNAV MDA	1560-1 426 (500-1)		1560-1¼ 426 (500-1¼)	
CIRCLING	1600-1 464 (500-1)		1600-1½ 464 (500-1½)	1700-2 564 (600-2)

REIL Rwy 10 and 28 **1**
HIRL Rwy 10-28 **1**

VOR/DME BSV 112.4 Chan 71	APP CRS 115°	Rwy Idg TDZE Apt Elev	5191 1113 1136
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VOR RWY 10

WOOSTER / WAYNE COUNTY (BJJ)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibilities ¼ mile.

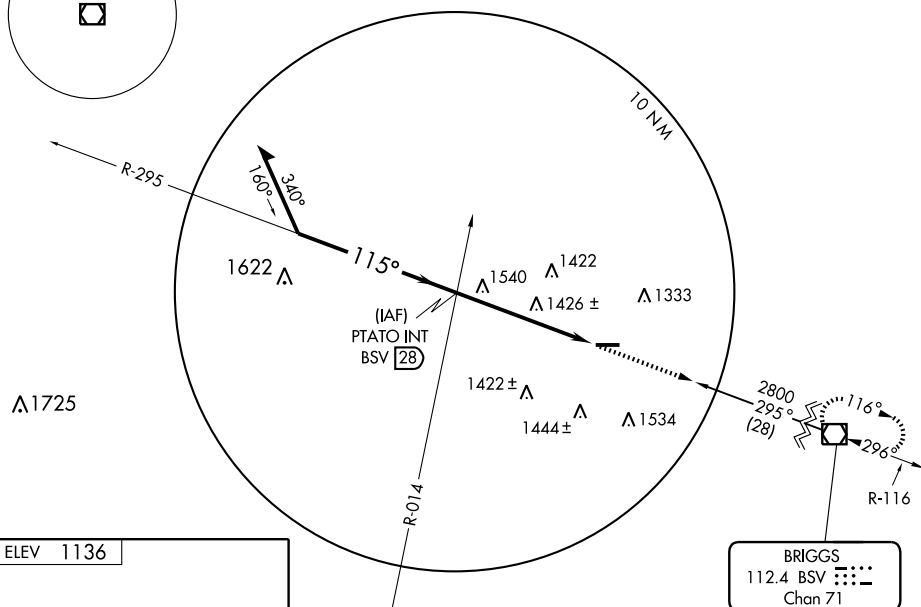
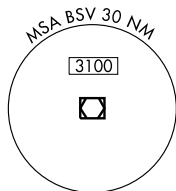
MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

ASOS
118.075

AKRON-CANTON APP CON ★
118.6 323.0

CLNC DEL
121.75

UNICOM
122.8 (CTAF) **0**



ELEV **1136**

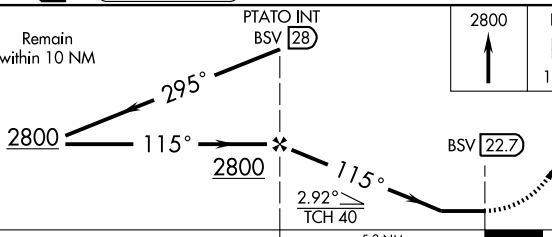
115° 5.3 NM
from FAF



REIL Rwy 10 and 28 **0**
HIRL Rwy 10-28 **0**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

Remain
within 10 NM




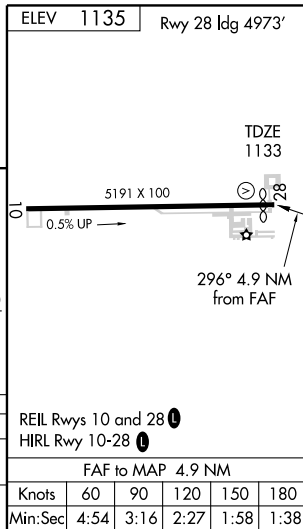
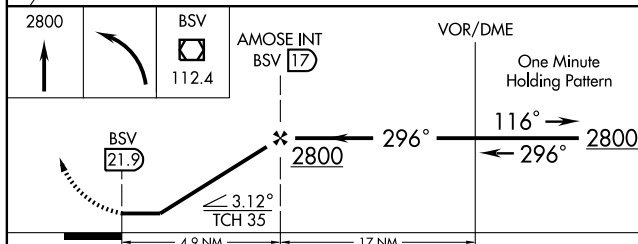
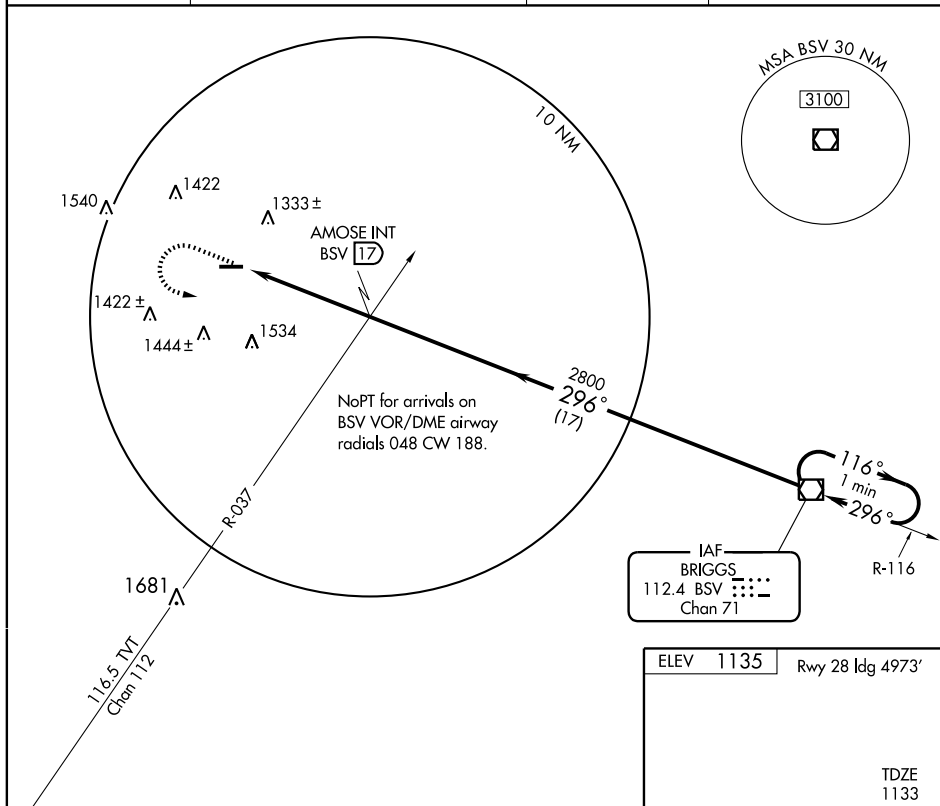
CATEGORY	A	B	C	D
S-10	1840-1 727 (800-1)	1840-1 ¼ 727 (800-1 ¼)	1840-2 727 (800-2)	1840-2 ¼ 727 (800-2 ¼)
CIRCLING	1840-1 704 (800-1)	1840-1 ¼ 704 (800-1 ¼)	1840-2 704 (800-2)	1840-2 ¼ 704 (800-2 ¼)

VOR/DME BSV 112.4 Chan 71	APP CRS 296°	Rwy Idg TDZE Apt Elev	4973 1133 1135
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VOR RWY 28

WOOSTER / WAYNE COUNTY (BJJ)

		MISSED APPROACH: Climb to 2800, then left turn direct BSV VOR/DME and hold.	
ASOS 118.075	AKRON-CANTON APP CON ★ 118.6 323.0	CLNC DEL 121.75	UNICOM 122.8 (CTAF) 0

**VOR RWY 28**

**YOUNGSTOWN
LANSDOWNE**

(4G) 2 NE UTC-5(-4DT) N41°07.83' W80°37.18'

1044 NOTAM FILE CLE

RWY 02-20: H3073X50 (ASPH) S-7.5 0.9% up N

RWY 02: Trees.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 02-20 vegetation in cracks, last 500' Rwy 12 depressions in pavement. Ramp in poor condition; breaking pavement.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100-0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNC Chan 27 N41°19.86' W80°40.48' 173° 12.3 NM to fld. 1160/5W.

HIWAS.

HUBBARD NDB (MHW) 408 HBD N41°09.17' W80°31.89' 259° 4.2 NM to fld. NOTAM FILE CLE.

YOUNGSTOWN ELSER METRO

(4G4) 7 SW UTC-5(-4DT) N40°57.71' W80°40.64'

1070 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 10-28: H4012X50 (ASPH) MIRL 1.4% up E

RWY 10: REIL. PAPI(P2L). Thld dspcd 348'. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.75°. Thld dspcd 260'. Trees.

AIRPORT REMARKS: Attended 1300-dusk. Twr 1085' AGL (2118' MSL)
7.5 NM NNE. Rwy 28 PAPI OTS indef.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ **AKRON-CANTON APP/DEP CON** 125.5 (1100-0500Z‡)

CLNC DEL 119.25

Ⓡ **CLEVELAND CENTER APP/DEP CON** 128.15 (0500-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47'

W81°12.09' 114° 25.4 NM to fld. 1194/4W.

DETROIT

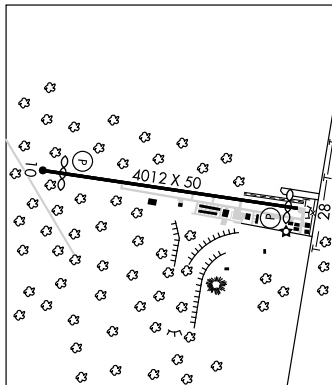
L-30H

IAP

DETROIT

L-30H

IAP



NDB or GPS-B

YOUNGSTOWN/ LANSDOWNE (Ø4G)

NDB HBD 408	APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 1057
-----------------------	------------------------	-----------------------------	---------------------------

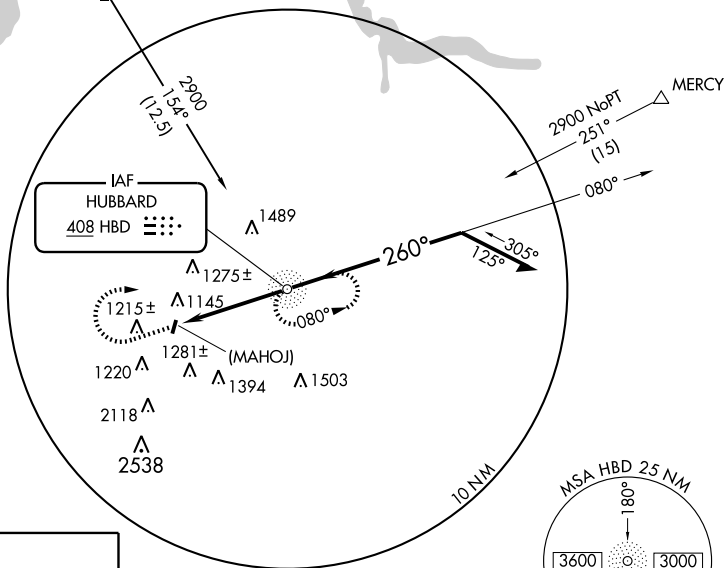
▼ Use Youngstown-Warren Rgnl altimeter setting.
 ▲ NA Procedure not authorized at night.

MISSED APPROACH: Climb to 1700 then climbing
 right turn to 2900 direct HBD NDB and hold.

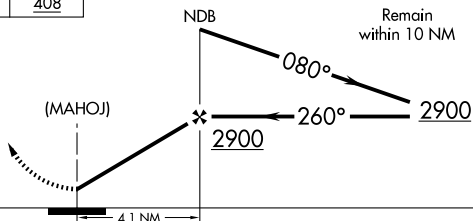
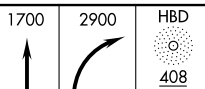
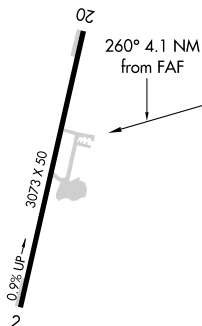
YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.8 (CTAF)

YOUNGSTOWN
 109.0 YNG 
 Chan 27



ELEV 1057



FAF to MAP 4.1 NM

Knots	60	90	120	150	180	CATEGORY	A	B	C	D
Min:Sec	4:06	2:44	2:03	1:38	1:22	CIRCLING	1620-1	563 (600-1)	1620-1½ 563 (600-1½)	NA

YOUNGSTOWN, OHIO

Amdt 8 07242

YOUNGSTOWN/ LANSDOWNE (Ø4G)

41°08'N-80°37'W

NDB or GPS-B

YOUNGSTOWN

LANSDOWNE (Ø4G) 2 NE UTC-5(-4DT) N41°07.83' W80°37.18'

1044 NOTAM FILE CLE

RWY 02-20: H3073X50 (ASPH) S-7.5 0.9% up N

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 02-20 vegetation in cracks, last 500' Rwy 12 depressions in pavement. Ramp in poor condition; breaking pavement.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z‡)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNC Chan 27 N41°19.86' W80°40.48' 173° 12.3 NM to fld. 1160/5W.

HIWAS.

HUBBARD NDB (MHW) 408 HBD N41°09.17' W80°31.89' 259° 4.2 NM to fld. NOTAM FILE CLE.

YOUNGSTOWN ELSEY METRO (4G4) 7 SW UTC-5(-4DT) N40°57.71' W80°40.64'

1070 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 10-28: H4012X50 (ASPH) MIRL 1.4% up E

RWY 10: REIL. PAPI(P2L). Thld displcd 348'. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.75°. Thld displcd 260'. Trees.

AIRPORT REMARKS: Attended 1300-dusk. Twr 1085' AGL (2118' MSL)
7.5 NM NNE. Rwy 28 PAPI OTS indef.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ AKRON-CANTON APP/DEP CON 125.5 (1100-0500Z‡)

CLNC DEL 119.25

Ⓡ CLEVELAND CENTER APP/DEP CON 128.15 (0500-1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47'

W81°12.09' 114° 25.4 NM to fld. 1194/4W.

DETROIT

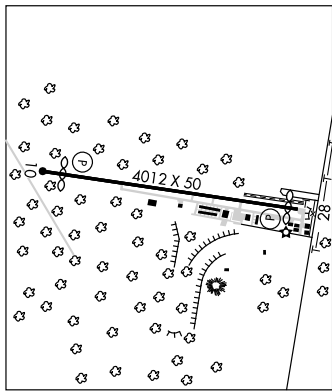
L-30H

IAP

DETROIT

L-30H

IAP



APP CRS	Rwy Idg	3664
098°	TDZE	1051
	Apt Elev	1070

RNAV (GPS) RWY 10

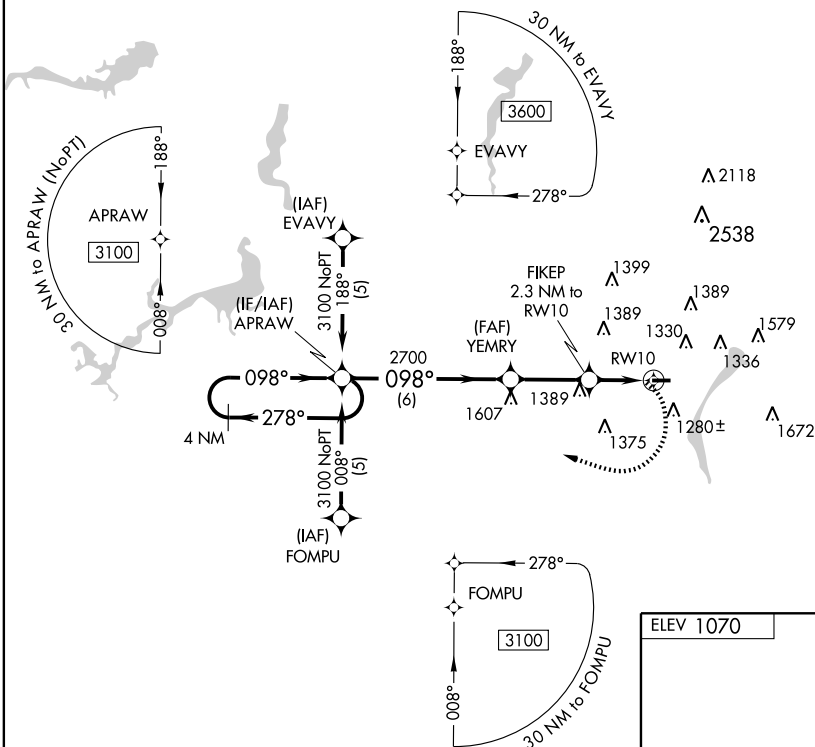
YOUNGSTOWN ELSER METRO (4G4)

<p>T</p> <p>A NA</p>	<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 3100 direct APRAW and hold.</p>
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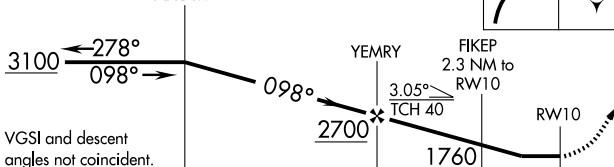
AKRON-CANTON APP CON ★
125.5 371.875

CLNC DEL
119,25

UNICOM
123.05 (CTAF)

4 NM
Holding Pattern

APRAW



VGSI and descent angles not coincident.

A schematic diagram of the device structure. It shows a cross-section with three distinct layers. The bottom layer is labeled '6 nm'. Above it is a layer labeled '2.8 nm'. The top layer is labeled '2.3 nm'. The layers are separated by horizontal lines, and the dimensions are indicated by arrows below the layers.

CATEGORY	A	B	C	D
----------	---	---	---	---

INAV MDA	1600-1 549 (600-1)	NA
----------	--------------------	----

CIRCLING	1640-1 570 (600-1)	NA
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YOUNGSTOWN, OHIO

Orig 03JUN10

40°58'N-80°41'W

YOUNGSTOWN ELSER METRO (4G4)
RNAV (GPS) RWY 10

MIRL Rwy 10-28
REIL Rwy 10 and 28

EC-2. 26 AUG 2010 to 23 SEP 2010

APP CRS **279°**
 Rwy Idg **3753**
 TDZE **1063**
 Apt Elev **1070**

RNAV (GPS) RWY 28

YOUNGSTOWN ELSEY METRO (4G4)

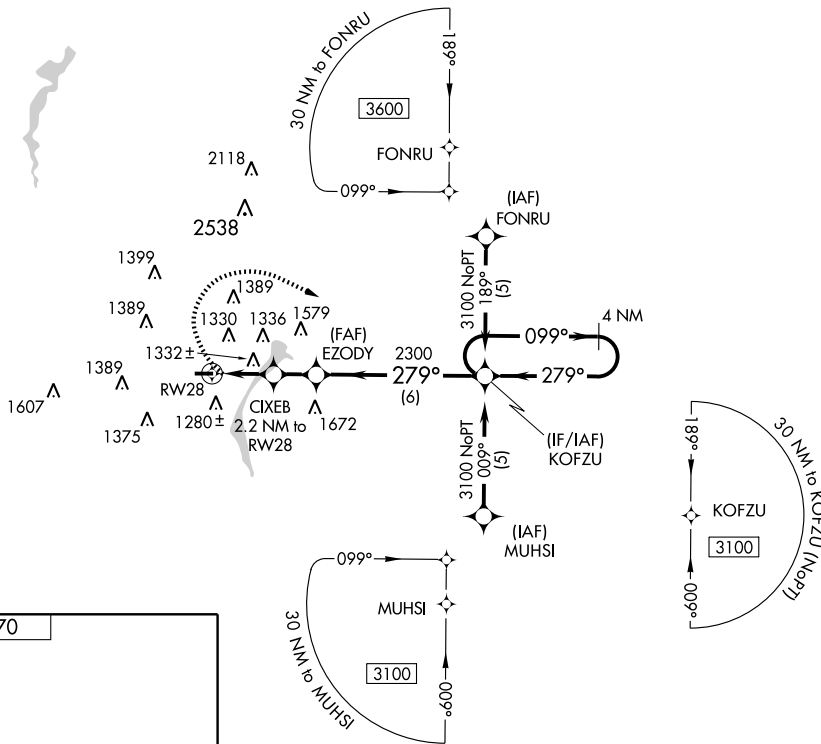
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3100 direct KOFZU and hold.

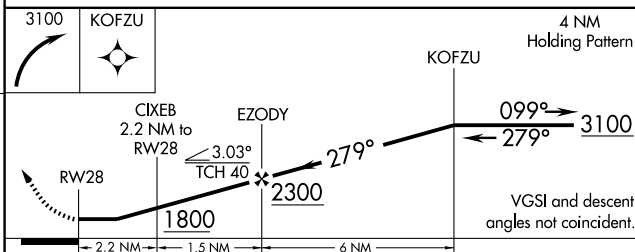
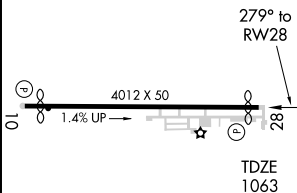
AKRON-CANTON APP CON ★
125.5 371.875

CLNC DEL
119.25

UNICOM
123.05 (CTAF)



ELEV 1070



CATEGORY	A	B	C	D
LNAV MDA	1600-1	537 (600-1)	NA	
CIRCLING	1640-1	570 (600-1)	NA	

MIRL Rwy 10-28
 REIL Rwy 10 and 28

YOUNGSTOWN, OHIO
 Orig 03JUN10

40°58'N-80°41'W

YOUNGSTOWN ELSEY METRO (4G4)
RNAV (GPS) RWY 28

EC-2, 26 AUG 2010 to 23 SEP 2010

APP CRS
114°

Rwy Idg
TDZE
Apt Elev **1070**

N/A
N/A

VOR-C

YOUNGSTOWN ELSEY METRO (4G4)

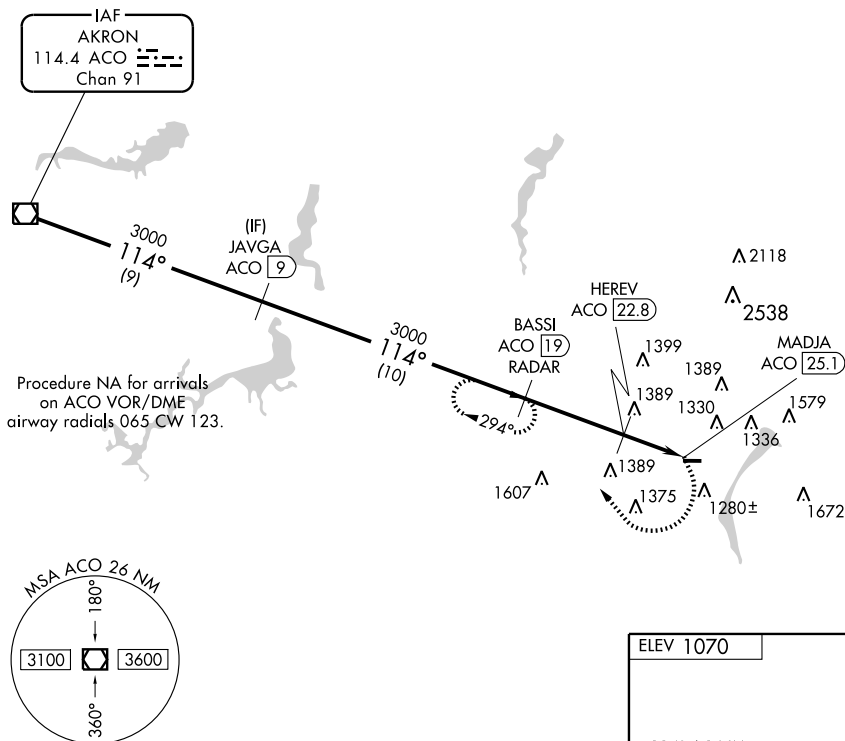
NA DME or RADAR Required. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 via ACO VOR/DME R-114 to BASSI/ACO 19 DME/RADAR and hold.

AKRON-CANTON APP CON ★
125.5 371.875

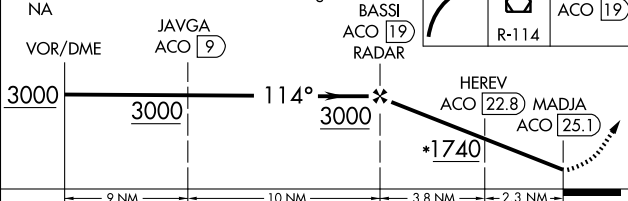
CLNC DEL
119.25

UNICOM
123.05 (CTAF)



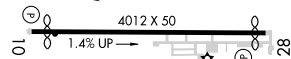
Procedure
Turn
NA

*1780 when using Castle
altimeter setting.



CATEGORY	A	B	C	D
CIRCLING	1740-1 670 (700-1)	1740-1¼ 670 (700-1¼)	NA	NA
HEREV FIX MINIMUMS				
CIRCLING	1640-1 570 (600-1)	1640-1¼ 570 (600-1¼)	NA	NA

ELEV 1070

114° 6.1 NM
from FAF

MIRL Rwy 10-28
REIL Rwy 10 and 28

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

YOUNGSTOWN, OHIO

Amdt 2 03JUN10

YOUNGSTOWN ELSEY METRO (4G4)

40°58'N-80°41'W

VOR-C

AIRPORT DIAGRAM

AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)
YOUNGSTOWN-WARREN, OHIO

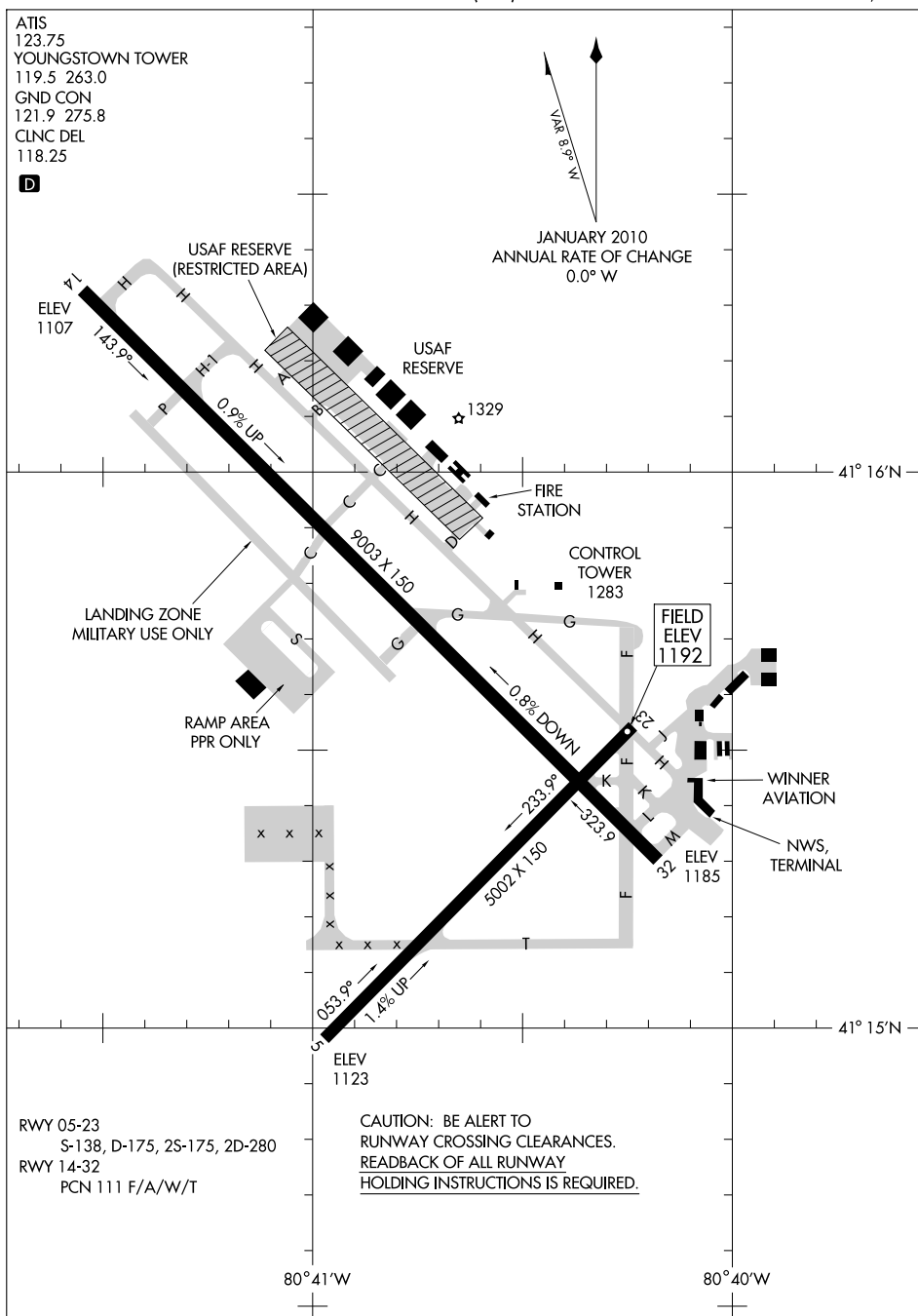
ATIS
123.75
YOUNGSTOWN TOWER
119.5 263.0
GND CON
121.9 275.8
CLNC DEL
118.25

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2, 26 AUG 2010 to 23 SEP 2010



AIRPORT DIAGRAM

YOUNGSTOWN-WARREN, OHIO
YOUNGSTOWN-WARREN RGNL (YNG)

YOUNGSTOWN/WARREN

YOUNGSTOWN—WARREN RGNL (YNG) 10 N UTC-5(-4DT) N41°15.64' W80°40.75'

1192 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks

NOTAM FILE YNG

RWY 14-32: H9003X150 (ASPH-GRVD) PCN 111 F/A/W/T HIRL

RWY 14: MALSR. PAPI(P4L). 0.9% up.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 40'. Trees. 0.8% down

RWY 05-23: H5002X150 (ASPH-GRVD) S-138, D-175, 2S-175, 2D-280 MIRL 1.4% up NE

RWY 05: REIL. VASI(V4L)—GA 3.25° TCH 51'. Trees.

RWY 23: REIL. PAPI(P4R)—GA 3.0° TCH 24'.

RWY 143-323: H3500X60 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 14: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

RWY 23: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

RWY 32: TORA-9003 TODA-9003 ASDA-9003 LDA-9003

RWY 143: TORA-3500 TODA-3500 ASDA-3500 LDA-3500

RWY 323: TORA-3500 TODA-3500 ASDA-3500 LDA-3500

AIRPORT REMARKS: Attended continuously. Deer and bird haz. All military acft etc Vader ops for bird watch condition. Rwy 143-323 used as a military assault strip. Hold short signs Twy H1 OTS until further notice. Class I, ARFF Index B. PPR for ARFF Index D call 330-609-1369. Twy G East of Twy H and Twy F North of Rwy 05-23 clsd to acft over 50,000 pounds gross weight. Twy T W of Rwy 05-23 closed indef. Terminal ramp and general aviation parking not visible from the NW portion of Twy H. Military ramp for military use only. Ldg fee for acft over 5,000 lbs gross weight.

WEATHER DATA SOURCES: ASOS (330) 856-9357. HIWAS 109.0 YNG.**COMMUNICATIONS:** ATIS 123.75 UNICOM 122.95

RCO 122.2 122.1R 109.0T (CLEVELAND RADIO)

⑧ APP/DEP CON 133.95 127.15 (1100-0500Z)

⑧ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z)

TOWER 119.5 GND CON 121.9 CLNC DEL 118.25

AIRSPACE: TRSA svc ctc APP CON within 20 NM.**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.

(L) VORTAC 109.0 YNG Chan 27 N41°19.86' W80°40.48' 188° 4.2 NM to fld. 1160/5W. HIWAS.

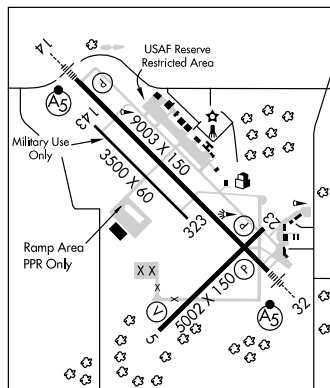
VOR unusable 015°-179° blo 5000' and 180°-014° byd 25 NM blo 5000'.

FETCH NDB (LOM) 338 YN N41°12.03' W80°35.77' 322° 5.2 NM to fld. Unmonitored. LOM unusable byd 10 NM.

ILS 110.1 I-YNG Rwy 32. Class IA. LOM FETCH NDB. NDB unmonitored. LOM unusable byd 10 NM.

ILS 110.1 I-MQK Rwy 14. Class IA. OM unmonitored.

ASR (1100-0500Z)



ZANESVILLE

PARR (42I) 5 N UTC-5(-4DT) N40°00.42' W82°00.74'

790 S4 FUEL 80, 100LL NOTAM FILE CLE

RWY 10-28: H3100X26 (ASPH) S-10 LIRL

RWY 10: Trees. RWY 28: Thld dsplcd 61'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1400Z-dark, holidays 1700Z-dark. For LIRL Rwy 10-28 key 122.8 five times on; eight times slowly to deactivate. Rwy 10-28 NSTD LIRL.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE ZVZ.

ZANESVILLE (L) VOR/DME 111.4 ZVZ Chan 51 N39°56.45' W81°53.56' 312° 6.8 NM to fld. 900/6W.

DETROIT

H-10G, L-30H

IAP, AD

DETROIT

L-29B

LOC I-MQK	APP CRS	Rwy Idg	9003
<u>110.1</u>	143°	TDZE	1134
		Apt Elev	1196

ILS or LOC RWY 14

YOUNGSTOWN-WARREN RGNL (YNG)



ANA
ASR

MALSR



MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 115° and YNG VORTAC R-161 to FETCH LOM/Int/YNG 8.6 DME and hold.

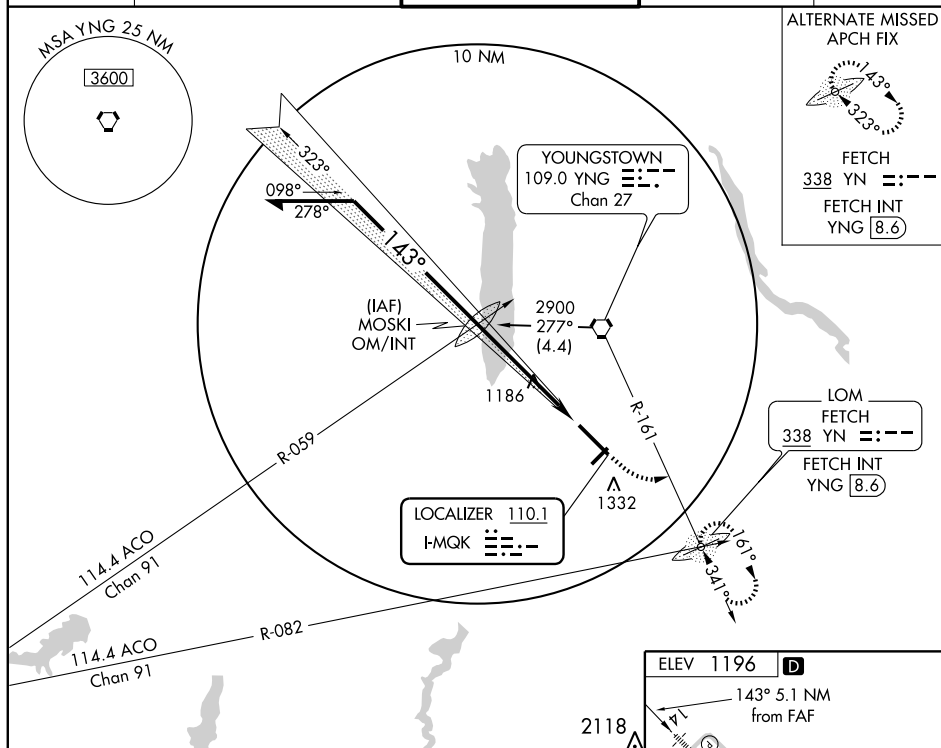
ATIS
123.75

YOUNGSTOWN APP CON ★
133.95 322.3

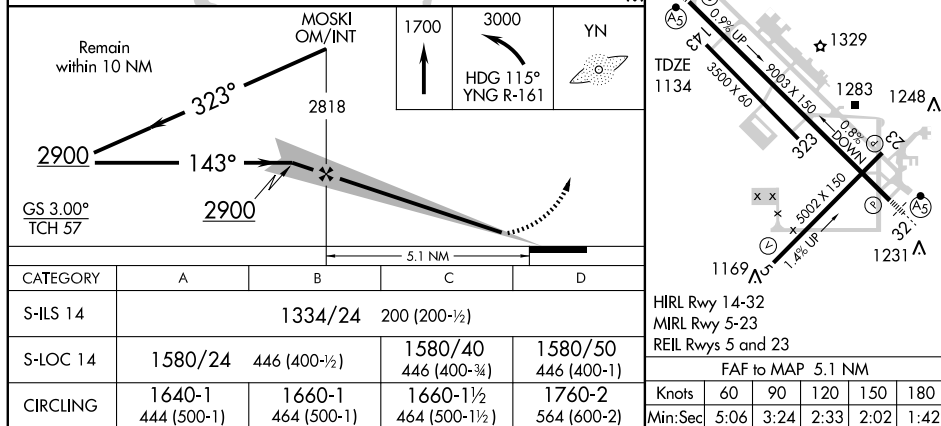
YOUNGSTOWN TOWER
119.5 263.0

GND CON
121.9 275.8

CLNC DEB
118.25



EC-2, 26 AUG 2010 to 23 SEP 2010



YOUNGSTOWN-WARREN, OHIO

Amdt 7 10210

YOUNGSTOWN-WARREN RGNL (YNG)

ILS or LOC RWY 14

41°16'N - 80°41'W

LOC I-YNG **110.1**
 APP CRS **323°**
 Rwy Idg **9003**
 TDZE **1185**
 Apt Elev **1196**

ILS or LOC RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)



*RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

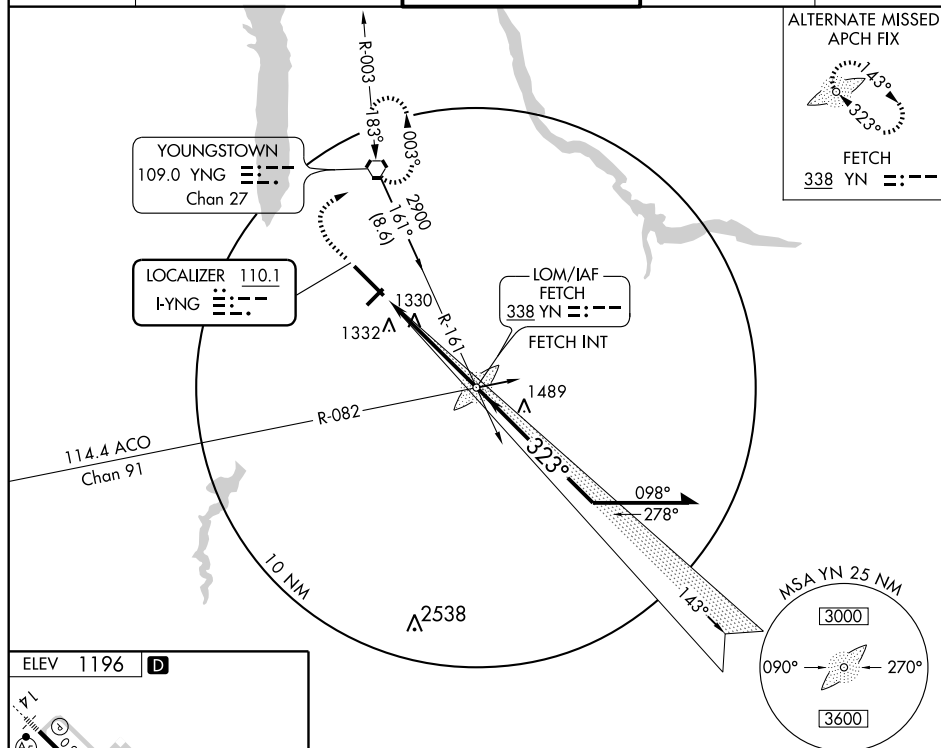
ATIS
123.75

YOUNGSTOWN APP CON ★
133.95 322.3

YOUNGSTOWN TOWER
119.5 263.0

GND CON
121.9 275.8

CLNC DEL
118.25



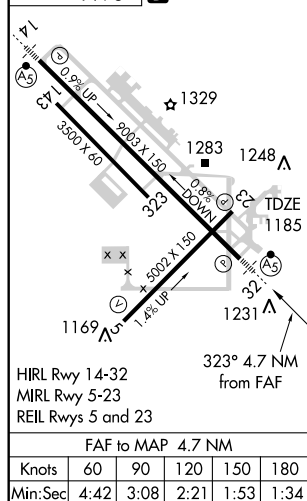
ALTERNATE MISSED
APCH FIX



FETCH
338 YN ---

ELEV **1196**

D



HIRL Rwy 14-32
 MIRL Rwy 5-23
 REIL Rws 5 and 23

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1800	2900	YNG	LOM/INT	2726	143°	2900	Remain within 10 NM
VGSI and ILS glidepath not coincident.				2800	323°	2900	GS 3.00° TCH 35
4.7 NM							
CATEGORY	A	B	C	D			
S-ILS 32 *	1385/24			200 (200-½)			
S-LOC 32	1580/24			395 (400-½)	1580/40 395 (400-¾)		
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)			

YOUNGSTOWN-WARREN, OHIO

Amdt 26A 26AUG10

YOUNGSTOWN-WARREN RGNL (YNG)

41°16'N - 80°41'W

ILS or LOC RWY 32

LOM YN 338	APP CRS 323°	Rwy Idg TDZE Apt Elev	9003 1185 1196
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NDB RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

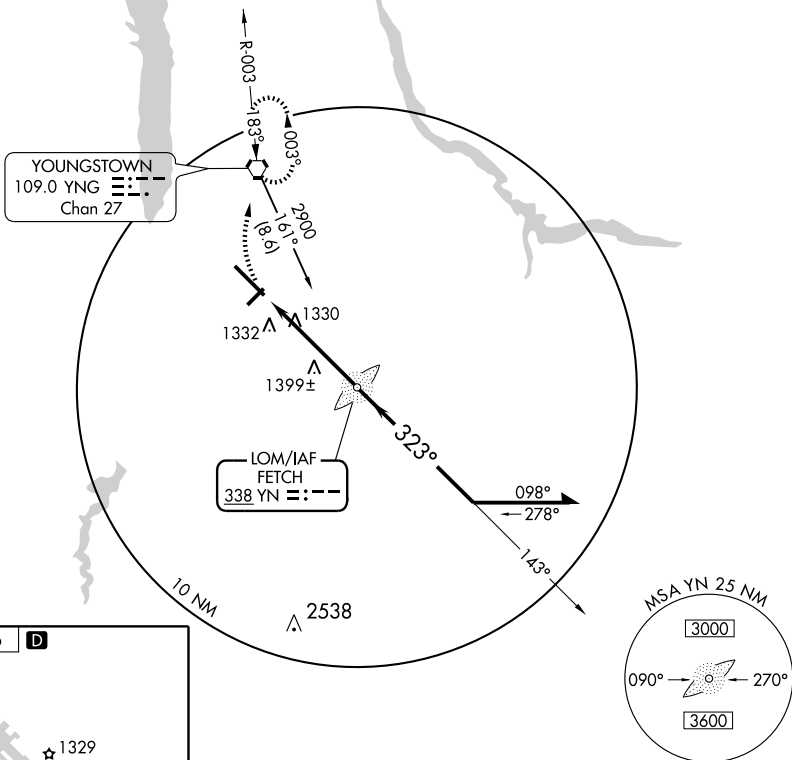
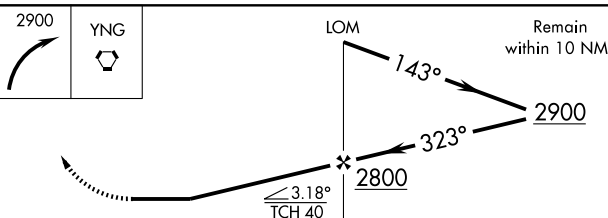
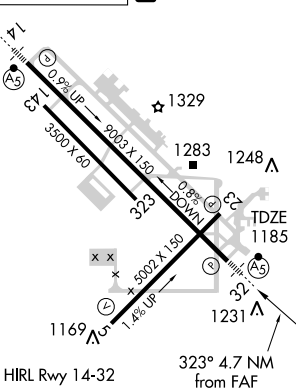
NA ASR	MALSR	MISSED APPROACH: Climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.	

 ATIS
123.75

 YOUNGSTOWN APP CON ★
133.95 322.3

 YOUNGSTOWN TOWER
119.5 263.0

 GND CON
121.9 275.8

 CLNC DEL
118.25
ELEV 1196 **D**

CATEGORY	A	B	C	D
S-32	1700/40	515 (600-¾)	1700/50 515 (600-1)	1700-1½ 515 (600-1½)
CIRCLING	1700-1	504 (600-1)	1700-1½ 504 (600-1½)	1760-2 564 (600-2)

YOUNGSTOWN-WARREN, OHIO

Amdt 19 10210

YOUNGSTOWN-WARREN RGNL (YNG)

41°16'N - 80°41'W

NDB RWY 32

WAAS
CH **49205**
W14A

APP CRS
143°

Rwy Idg **9003**
TDZE **1134**
Apt Elev **1196**

RNAV (GPS) RWY 14

YOUNGSTOWN-WARREN RGNL (YNG)

For inoperative MALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALS
AS

MISSED APPROACH: Climb to 2900 direct UNERE and hold.

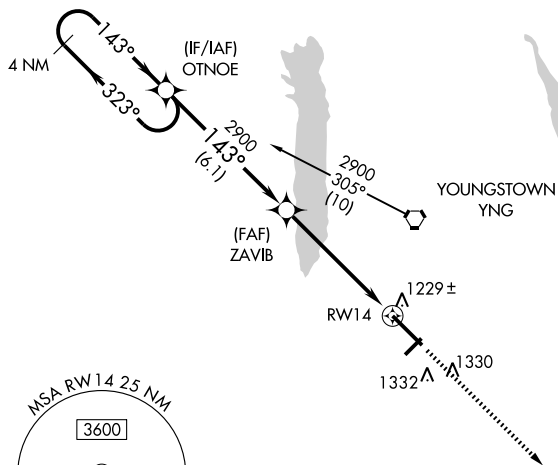
ATIS
123.75

YOUNGSTOWN APP CON ★
133.95 322.3

YOUNGSTOWN TOWER
119.5 263.0

GND CON
121.9 275.8

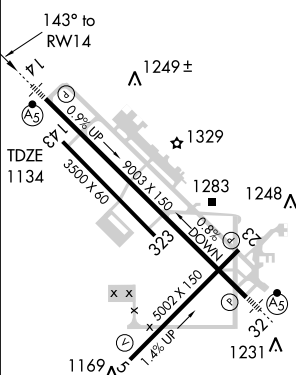
CLNC DEL
118.25



Procedure NA for arrivals at YNG VORTAC via airway radials 325 CW 028.



ELEV **1196** **D**



HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rws 5 and 23

2538				
4 NM Holding Pattern				
<div> <div> <div>2900</div> <div>← 323°</div> <div>143° →</div> <div>143°</div> </div> <div> <div>2900</div> <div>← 323°</div> <div>143° →</div> <div>143°</div> </div> </div>				
<div> <div>GS 3.00°</div> <div>TCH 57</div> </div>				
<div> <div>6.1 NM</div> <div>4.2 NM</div> <div>1.2 NM</div> </div>				
CATEGORY	A	B	C	D
LPV DA	1384/24 250 (200-1/2)			
LNAV/VNAV DA	1499/40 365 (400-3/4)			
LNAV MDA	1540/24	406 (400-1/2)	1540/40 406 (400-3/4)	1540/50 406 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1 1/2 464 (500-1 1/2)	1760-2 564 (600-2)

WAAS
CH **97406**
W32A

APP CRS
323°

Rwy Idg **9003**
TDZE **1185**
Apt Elev **1196**

RNAV (GPS) RWY 32

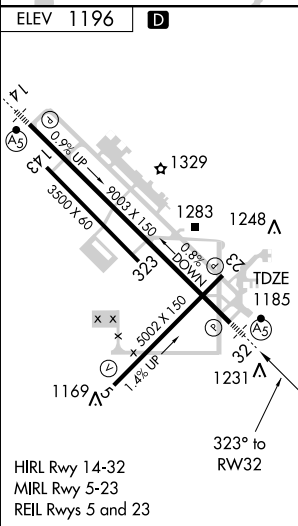
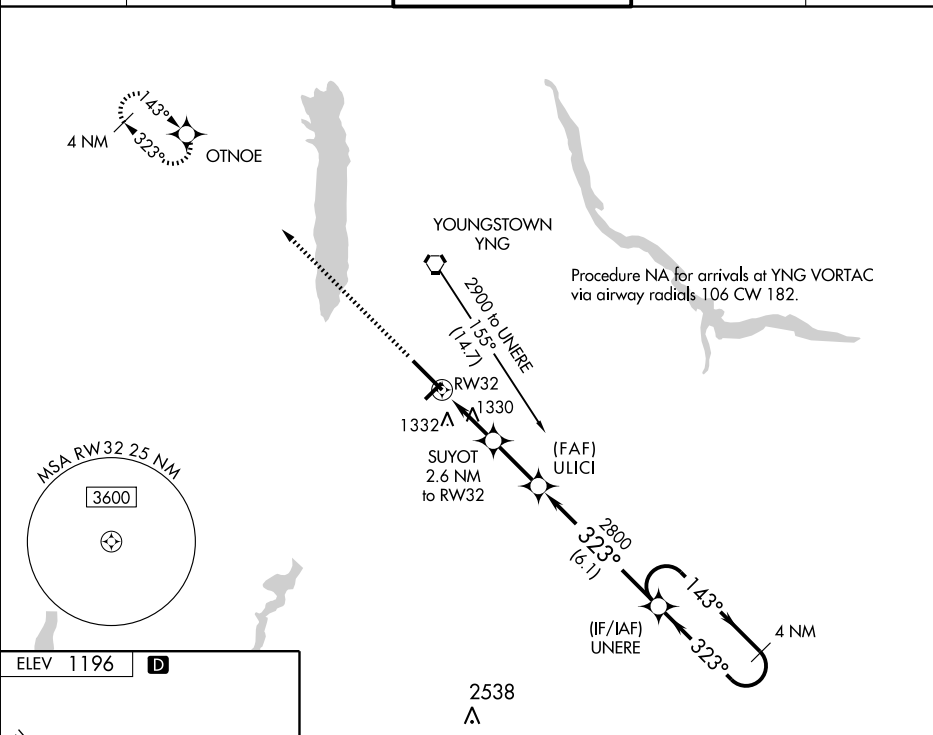
YOUNGSTOWN-WARREN RGNL (YNG)



For inoperative MALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 2900 direct OTNOE and hold.

ATIS 123.75	YOUNGSTOWN APP CON ★ 133.95 322.3	YOUNGSTOWN TOWER 119.5 263.0	GND CON 121.9 275.8	CLNC DEL 118.25
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2900	OTNOE	UNERE		4 NM Holding Pattern
		SUYOT 2.6 NM to RW32	ULCI	2900
1.1 NM to RW32		2040	323°	GS 3.00° TCH 35°
RW32		2800	143°	VGSI and RNAV glidepath not coincident.
*LNAV only.		1.1	1.5	2.3 NM
		6.1 NM		
CATEGORY	A	B	C	D
LPV DA	1457/24 272 (300-½)			
LNAV/ VNAV DA	1638/60 453 (500-1¼)			
LNAV MDA	1580/24 395 (400-½)			1580/50 395 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

VORTAC YNG Chan 27	APP CRS 187°	Rwy Idg TDZE Apt Elev	N/A N/A 1196
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VOR-A
YOUNGSTOWN-WARREN RGNL (YNG)



MISSED APPROACH: Climbing left turn
to 2800 direct YNG VORTAC and hold.

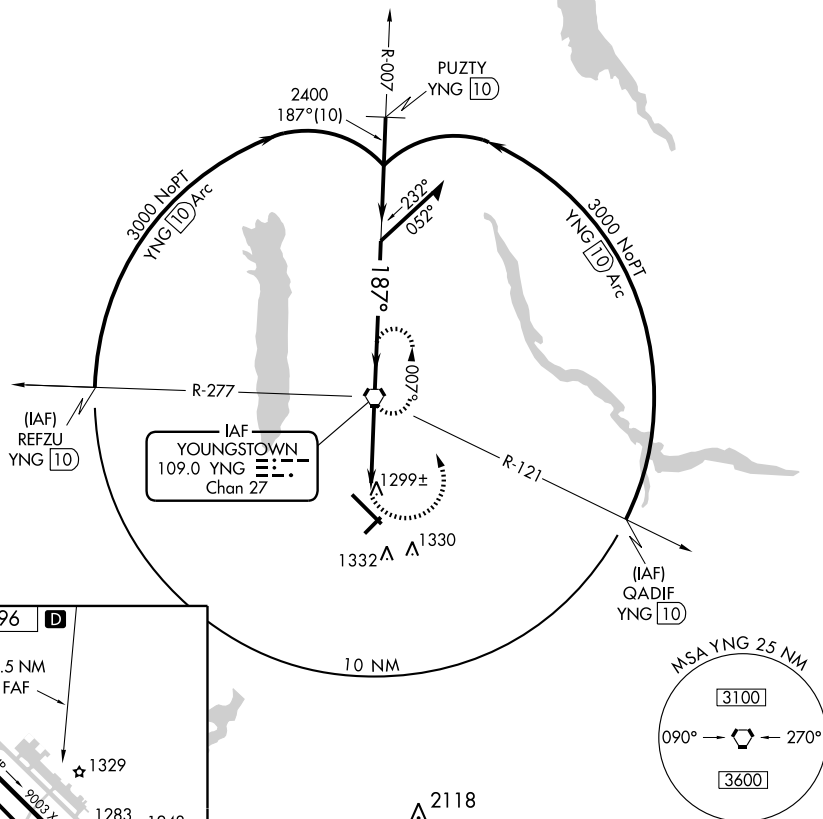
ATIS
123.75

YOUNGSTOWN APP CON ★
133.95 322.3

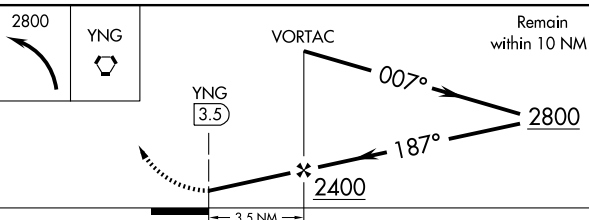
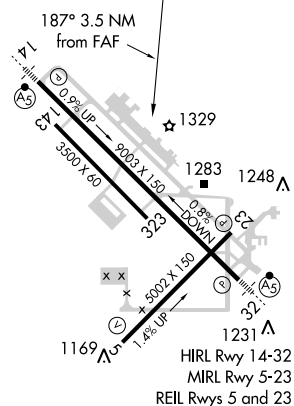
YOUNGSTOWN TOWER
119.5 263.0

GND CON
121.9 275.8

CLNC DEL
118.25



ELEV 1196 **D**



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

YOUNGSTOWN-WARREN, OHIO

Orig 10210

YOUNGSTOWN-WARREN RGNL (YNG)

41°16'N - 80°41'W

VOR-A

ZANESVILLE MUNI (ZZV) 5 E UTC-5(-4DT) N39°56.67' W81°53.53'

900 B S4 **FUEL** 80, 100LL, JET A1 + OX 4 TPA-1900(1000) NOTAM FILE ZZV

RWY 04-22: H5000X150 (ASPH-CONC) S-38, D-50, 2D-75 HIRL 0.5% up SW

RWY 04: REIL. PAPI(P4R)-GA 3.0° TCH 35'. Trees.

RWY 22: REIL. PAPI(P4L).

RWY 16-34: H4999X150 (ASPH-CONC) S-38, D-50,

2D-75 MIRL 0.6% up SE

RWY 16: REIL. Trees.

RWY 34: REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1200-0100Z†, Sat-Sun

1300-2300Z†. Deer and birds on and in/ovf arpt. Rwy 16-34 rwy cracking. Acft not visible from end to end. Twy A and Twy B lgts OTS indef. HIRL Rwy 04-22, MIRL Rwy 16-34, REIL Rwy 04, Rwy 22, Rwy 16 and Rwy 34 NSTD pilot controlled, ACTIVATE-CTAF, 5 clicks on, 7 clicks off. Rotating bcn OTS indef. Rwy 04-22 and Rwy 16-34 are concrete with asphalt overlays. Rwy 16-34 75 ft new overlay in center sides are poor.

WEATHER DATA SOURCES: ASOS 111.4 ZZV (740) 453-8139.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 111.4T (CLEVELAND RADIO)

RCO 122.5 122.2 (CLEVELAND RADIO)

INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

(L) VOR/DME 111.4 ZZV Chan 51 N39°56.45' W81°53.56' at fld. 900/6W. ASOS.

NDB (MHW) 204 HRA N39°54.38' W81°55.16' 035° 2.6 NM to fld. Unmonitored. NDB OTS indef.

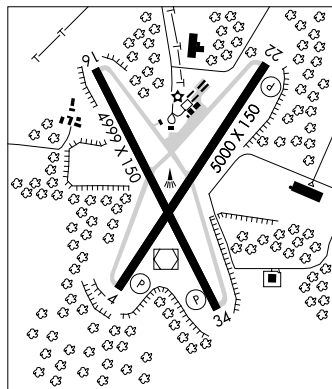
SHUTDOWN.

ILS/DME 109.95 I-TNF Chan 36(Y) Rwy 22. Unmonitored.

CINCINNATI

H-10G, L-29B

IAP



LOC/DME I-TNF
109.95
 Chan **36(Y)**

APP CRS
220°

Rwy Idg **5000**
 TDZE **892**
 Apt Elev **900**

ILS or LOC/DME RWY 22

ZANESVILLE MUNI (ZZV)

When local altimeter setting not received, use Newark altimeter setting and increase all DA 64 feet and all MDA 80 feet.
 Increase S-ILS 22 all Cats, and S-LOC 22 Cat C visibility ¼ mile.
 VDP NA when using Newark altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 360° and I-TNF NE course to CEVAY INT/I-TNF 12.3 DME and hold.

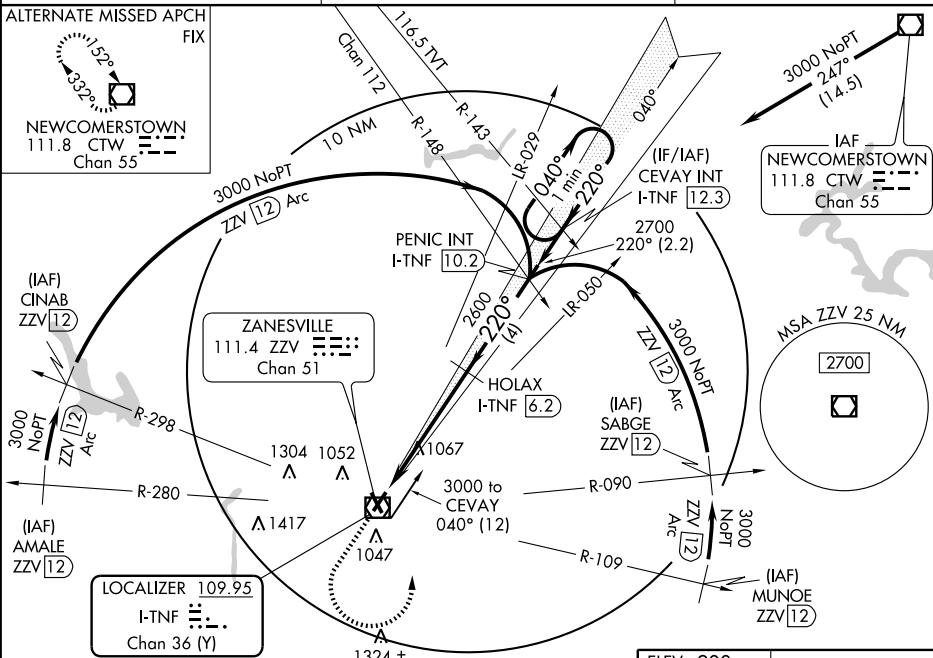
ASOS
111.4

INDIANAPOLIS CENTER
124.45 370.9

UNICOM
123.0 (CTAF)

ALTERNATE MISSED APCH
 FIX

NEWCOMERTOWN
 111.8 CTW
 Chan 55



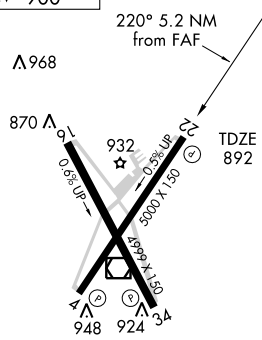
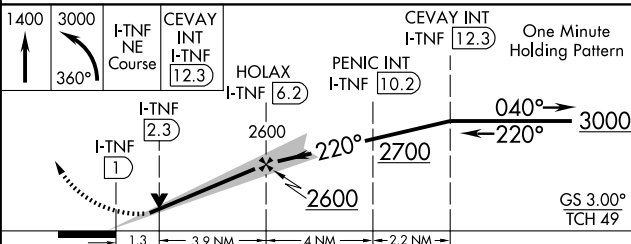
LOCALIZER **109.95**
 I-TNF
 Chan **36 (Y)**

MSA ZZV 25 NM

2700

ELEV 900

1560
 A



CATEGORY	A	B	C	D
S-ILS 22	1092-¾ 200 (200-¾)			
S-LOC 22	1320-1	428 (500-1)	1320-1¼ 428 (500-1¼)	1320-1½ 428 (500-1½)
CIRCLING	1360-1	460 (500-1)	1360-1½ 460 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22
 MIRL Rwy 16-34
 REIL Rwy 4, 22, 16 and 34

VOR/DME ZZW 111.4 Chan 51	APP CRS 046°	Rwy Idg TDZE Apt Elev 5000 900
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VOR or GPS RWY 4

ZANESVILLE MUNI (ZZV)

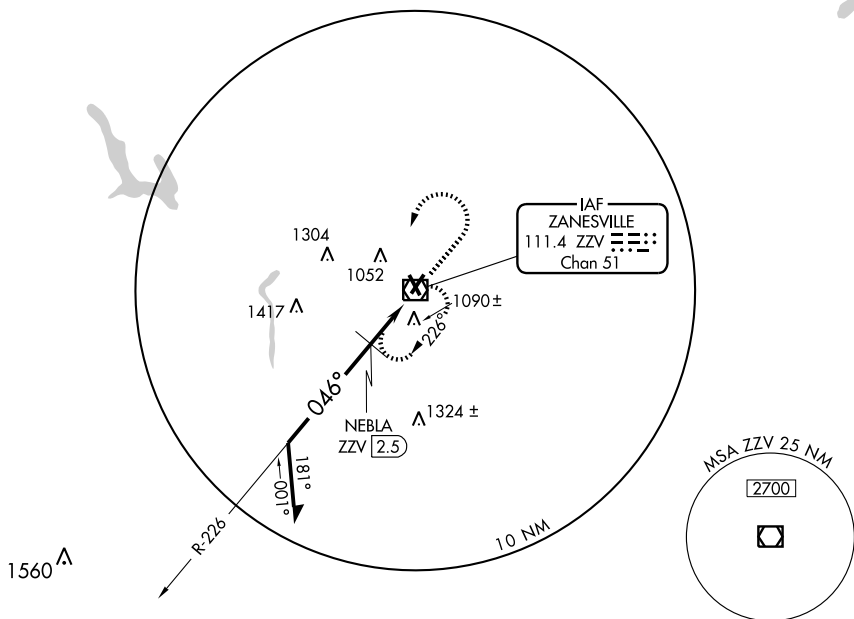


MISSED APPROACH: Climb to 3000 then left turn direct ZZW
VOR/DME and hold.

ASOS
111.4

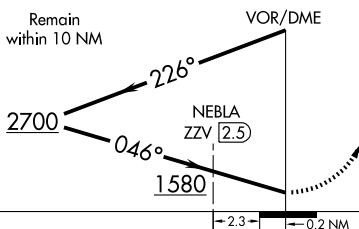
INDIANAPOLIS CENTER
124.45 370.9

UNICOM
123.0 (CTAF) 0



EC-2, 26 AUG 2010 to 23 SEP 2010

Remain within 10 NM



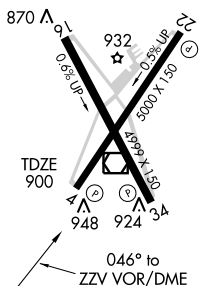
3000

ZZV

111.4

ELEV 900

Λ 968



CATEGORY	A	B	C	D
S-4	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
CIRCLING	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
NEBLA FIX MINIMUMS				
S-4	1340-1	440 (500-1)	1340-1¼ 440 (500-1¼)	1340-1½ 440 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22 0
MIRL Rwy 16-34 0
REIL Rws 4, 22, 16 and 34 0

VOR/DME ZZW 111.4 Chan 51	APP CRS 214°	Rwy Idg TDZE Apt Elev	5000 892 900
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VOR or GPS RWY 22
ZANESVILLE MUNI (ZZV)

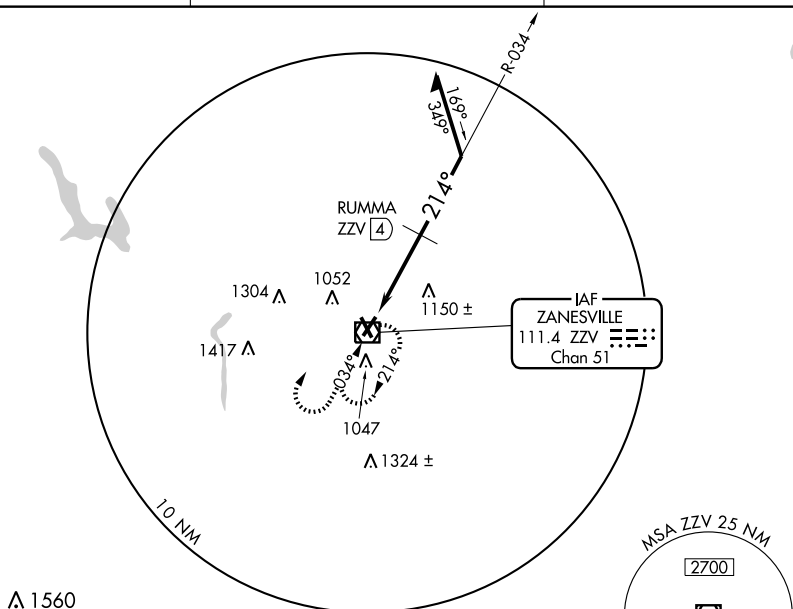


MISSED APPROACH: Climb to 3000 then right turn direct ZZV VOR/DME and hold.

ASOS
111.4

INDIANAPOLIS CENTER
124.45 370.9

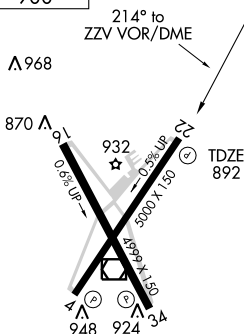
UNICOM
123.0 (CTAF) **L**



EC-2, 26 AUG 2010 to 23 SEP 2010

EC-2. 26 AUG 2010 to 23 SEP 2010

ELEV 900



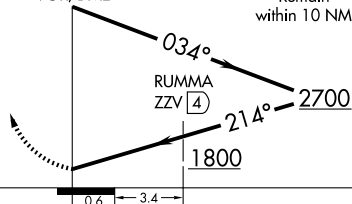
3000



ZZN

VOR/DME

Remain
within 10 NM



CATEGORY	A	B	C	D
S-22	1800-1¼	908 (900-1¼)	1800-2¾ 908 (900-2¾)	1800-3 908 (900-3)
CIRCLING	1800-1¼	900 (900-1¼)	1800-2¾ 900 (900-2¾)	1800-3 900 (900-3)
RUMMA FIX MINIMUMS				
S-22	1400-1	508 (500-1)	1400-1½	508 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

ZANESVILLE, OHIO

Amdt 3B 09295

39°57'N-81°54'W

ZANESVILLE MUNI (ZZV)

VOR or GPS RWY 22